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Edited by Sir John Hammerton

SIXPENCE NOVEMBER 13, 1942

THE 'FIFTY-FIRST' IN ACTION AGAIN! Although in the brief campaign in France in the summer of 1940 the 51st (Highland) Division suffered grievous losses in the rearguard action and at St. Valery, where most of the division were made prisoners, its spirit lived on, to "fight another day." Reconstructed and re-equipped, on Oct. 23, 1942, the 51st went into action again, this time with the 8th Army in Egypt. This photograph shows Highlanders in the Western Desert shortly before the great Allied offensive began. *Photo, British Official*

NO. 142 WILL BE PUBLISHED FRIDAY, NOVEMBER 27

ALONG THE BATTLE FRONTS

by Our Military Critic, Maj.-Gen. Sir Charles Gwynn, K.C.B., D.S.O.

THE last week of October found the general situation tense on all the principal war fronts. Stalingrad had passed safely through a desperate crisis, but there was no assurance that another change in the weather might not revive it. The Eighth Army offensive started on the night of October 23 with good hopes but with little expectation of securing rapid decisive results. In the Solomons a major Japanese attempt to recapture Guadalcanal was brewing and might start at any moment.

The development of the strategic situation depended therefore on the unforeseeable results of tactical encounters which seemed likely to extend over a considerable period, for in each case there was little scope for manoeuvre, but rather a probability of repeated frontal attacks on strong defensive positions in which the processes of attrition would largely affect the issue.

EGYPT No one, I hope, underestimated the difficulties General Montgomery had to face when he launched the Eighth Army against Rommel's strongly-entrenched position. With practically no possibility of manoeuvre there seemed every probability that a prolonged battle of attrition was inevitable.

The depth of Rommel's position, immense, carefully-sited minefields and masses of wire negatived the probability of rapid penetration, and until penetration was effected armoured units would have little chance of finding scope for their most formidable potentialities. The over-estimate of the power of defence, at one time current, should not blind us to its very real advantages in such circumstances as these.

Nor because "attrition," after the last war, was by many considered the last resort of the incompetent, should its importance be discounted. Determined pressure on his fighting troops and incessant attacks on his supply lines may prove the only means of breaking down Rommel's resistance and of opening the way for manoeuvre. His long and vulnerable supply line is Rommel's heel of Achilles, but it cannot be interrupted altogether; and without forcing him to expend his resources, attacks on it could not have decisive results. But premature attempts to effect a breakthrough with armoured forces might result only in weakening our power to exploit success.

In a battle of attrition morale may be the first thing to wear down, and constant bombing is likely to prove a severe test of Italian nerves, which must be a source of anxiety to Rommel. Before these notes can be published much may, however, occur to falsify my expectations.

WAR IN WEST The daylight attacks on Lille and the Schneider works at Creusot, and the day and night attacks on Northern Italy, show a marked advance both in the technique and range of the Allied bombing offensive. The attack on Creusot is of special importance, and should prove one of the heaviest blows yet struck at German-controlled war industry.

The raids on Genoa were evidently closely associated with the opening of offensive operations in Egypt and should, combined with the failure of Axis attacks on Malta, make Rommel's prospects of receiving the material he evidently considers he badly needs, distinctly poorer.

The recent attention Bomber Command has been giving to the German transportation system probably goes far to account for the warnings given in Germany that there will be a transport crisis during the winter. Suspension of offensive operations in Russia would not reduce materially the strain on German railways, and a continuance of active operations there, defensive or offensive, would almost certainly make it more acute. I should be surprised if we do not hear much more about German transportation difficulties before the winter is out.

WEST AFRICA The strategic importance of West Africa is immensely greater now than in the last war. Our main line of communication with the East has been diverted from the Mediterranean to the Cape route. Added to that, the increased range of enemy U-boats enables them to operate in West African waters. In the last war, after the German Colonies of Togoland and the Cameroons had been captured, practically the whole coast from Morocco to the Congo was in Allied hands. Today great stretches of Vichy French territory separate British possessions, complicating defensive measures. The need for protection is now greater, yet the forces and bases which provide it are fewer.

APART from the increased importance of the Cape route, the status of West Africa as a producer of raw material for war industries has grown. Manganese ore from the Gold Coast (shipped in quantities from the new port of Takoradi), palm oil, tin, and many tropical products entail a volume of coastal traffic which is further increased by the necessity of importing stores for a greatly expanded European population and military establishments.

An entirely new development has, moreover, added to West Africa's strategic importance. Since the French Chad province and Equatorial West Africa joined General de Gaulle it has been possible to open a trans-African route to the Middle East for aircraft and motor vehicles. Aircraft shipped to West Africa and flown across the continent reach their destination with much greater speed than when it was necessary to ship them round the Cape. With the development of roads, trans-African traffic by land is also likely to increase.

Freetown in Sierra Leone, which, like the French port of Dakar, fronts Brazil across the Atlantic at its narrowest part—here less than 1,700 miles wide—is strategically the most important point in Allied hands. Possessing a good harbour, it forms a well-placed base for protective operations, and for the assembling of convoys. For many years Freetown was a naval coaling station and armed against cruiser attack.

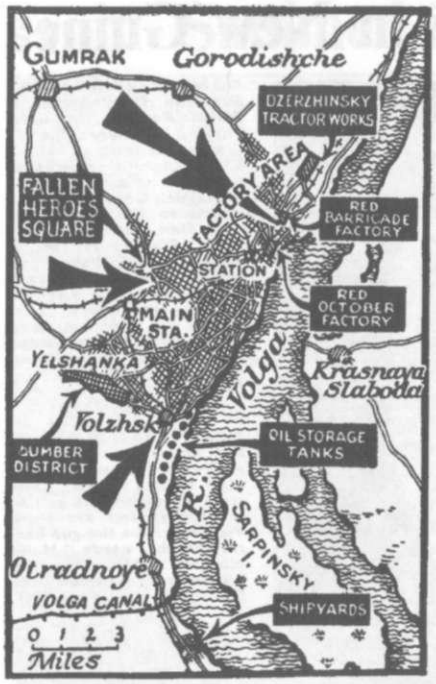
U-boats have recently been active in this focal region, and probably had established secret bases in the adjacent negro republic of Liberia, whose government lacked the means to exercise effective control. This can now be provided by American troops.

The little Gambia colony, some 500 miles to the north of Sierra Leone, is of no great importance; but it provides the northern edge of the air umbrella which, with the occupation of Liberia, is now complete as far as the Congo.

RUSSIA Last year the third week of October saw the great German offensive against Moscow brought to a standstill by Russian tenacity, rain and mud. This year at Stalingrad the same factors produced the same result.

On Oct. 14, presumably on Hitler's orders, the Germans launched what was evidently intended to be a decisive attack on the northern districts of the city in order to secure a footing on the Volga banks from which a movement southwards would isolate the remainder and bring about surrender.

MEDITERRANEAN WAR ZONE. Set at a rather unusual angle, this map shows the vital area from Malta to Alexandria, whose fate may well be determined by the battle that began on Oct. 23. Inset, the Egyptian battlefields on a larger scale. *By courtesy of The Daily Telegraph*



THE BATTLE FOR STALINGRAD continued without respite throughout the autumn of 1942. The enemy attacks were particularly heavy in the vital factory district, N.W. of the city. Black arrows show German thrusts at the end of October.

By courtesy of The Daily Telegraph

The attack, aided by terrific, concentrated bombing and artillery support on a narrow front, made considerable progress. Some of the main Russian centres of resistance were captured, and some mechanized units may have reached the Volga. In any case the Russian position was dangerously reduced in depth, air attacks destroyed bridges by which reinforcements previously crossed the river, and the situation looked desperate.

But the Russians were not beaten ; clinging to every yard of ground, and still receiving reinforcement by boat, they slowed down the German advance. Then providentially the weather at last broke ; the Luftwaffe was grounded, and tanks and infantry became bogged in the mud. By Oct. 17 the momentum of the attack was lost ; and though, after a short lull, local attacks, of varying strength, were continued, they were met by counter-attacks and made little or no progress.

If the Germans are to avoid the necessity of withdrawal it is almost essential for them to capture the city, if only to obtain shelter, for the bitter winds of the steppes may prove even less bearable than the lower temperatures of the Moscow region. But can the Germans, from their experience to date, have any confidence that they will be able to overcome Russian resistance without maximum assistance from the air ? And can that now be provided ?

During the dry weather improvised landing-grounds could be multiplied, and the probabilities of the air crews developed to the fullest extent. But, possibly through over-confidence of rapid success, or because communications did not suffice to maintain a requisite supply of labour, airfields, usable in all weather, have evidently not been constructed ; and it seems more than doubtful whether, even in frost, many of the improvised landing-grounds will again become serviceable.

Yet I believe that the Germans are now too deeply committed to abandon attempts to take the city by storm. To leave it undefeated would expose their troops to desperate hardships, and be a shattering blow to prestige. Moreover, Timoshenko is pressing heavily on their northern flank and withdrawal, which could not be carried out without immense loss of men and material, might become necessary.

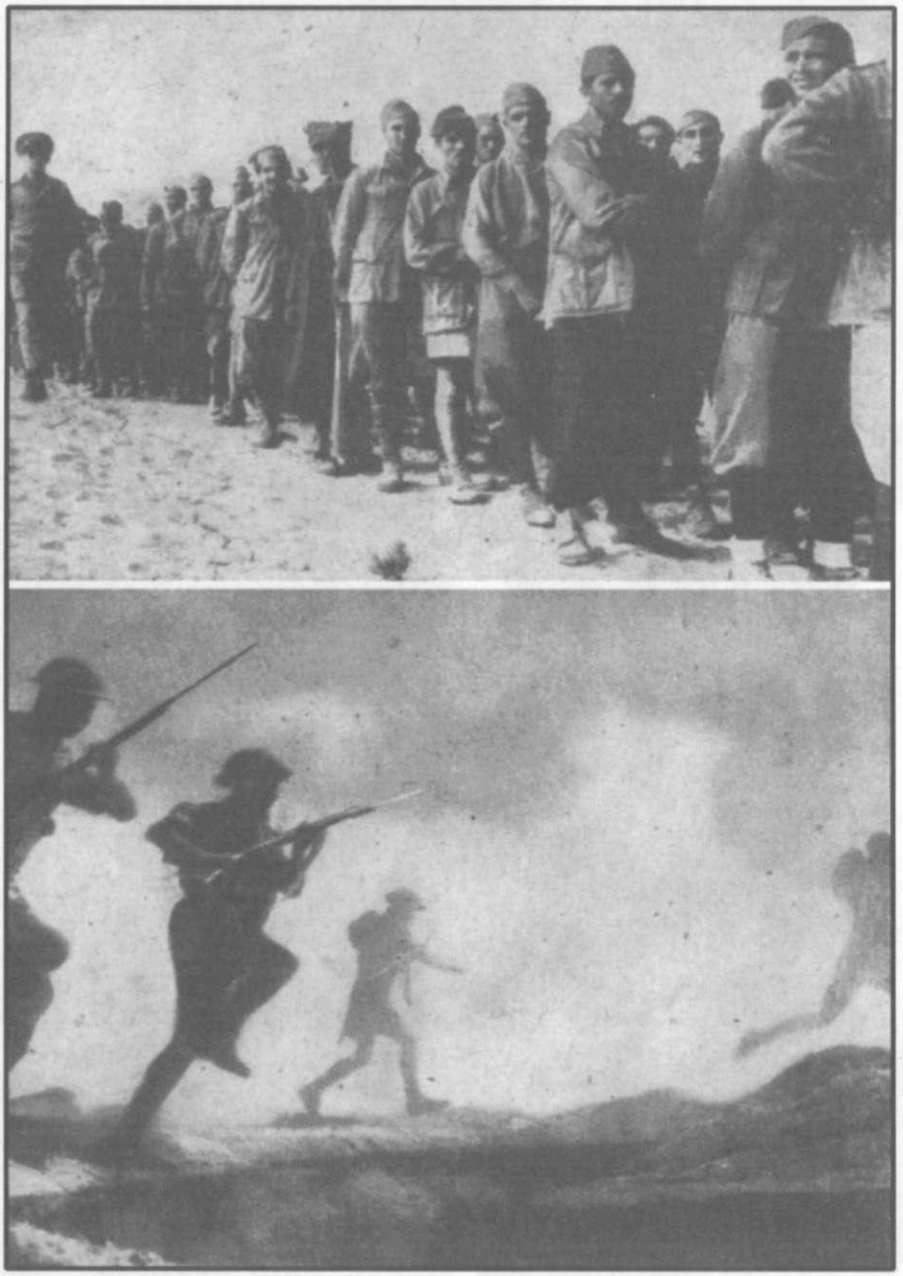
In the Caucasus, on the Mozdok front, weather has also brought relief to the Russians, and the defence seems as firm as ever. Towards Tuapse the Germans have made some, if slow, progress, but here also they complain of difficult conditions. Should, however, the Germans elect to abandon offensive operations during the winter they appear to be in a better position to stabilize the front in the Caucasus than at Stalingrad. Elsewhere on the Russian front there have been no special developments.

The Germans are showing anxiety about Russian concentrations between Rzhev and Lake Ilmen, which they assume are preparations for a large-scale offensive.

FAR EAST In New Guinea the Australians continue to make satisfactory if slow progress, and there has been sharp fighting. It must be realized, however, that the advantages of defending the exits of a mountain defile will now be with the Japanese, who, as they are driven back to lower ground, may have more scope for the employment of artillery—if the country is not too completely jungle-covered.

At the time of writing, the situation in the Solomons remains tense, and a heavy Japanese attack with the object of recapturing the Guadalcanal aerodrome is expected. Allied aircraft have, however, been taking a considerable toll from Japanese shipping, which has evidently been lurking in the vicinity. The naval forces on both sides are apparently unwilling to engage in major operations which would expose them to air attack. Should the Guadalcanal aerodrome be put out of action, either by capture or in consequence of the rainy season, now due, the Japanese fleet would probably act with more boldness.

The situation is the more critical because it is evident that American reinforcements cannot reach the island without considerable risk to transports and their escorts. The same to some extent applies to the Japanese, but their fleet in the Solomons has no line of communication to protect of immediate importance comparable to the line between the U.S.A. and Australia, so they can afford to take greater risks.



BRITISH OFFENSIVE IN EGYPT. Launched on Oct. 23, 1942, by the Eighth or Desert Army, this took the form of a frontal assault on Rommel's strongly defended position before El Alamein. Top, a line of Axis prisoners, first of the 1,450 captured up to Sept. 25. Lower photo, British infantry charging through the smoke and dust of battle to attack Rommel's advance posts.

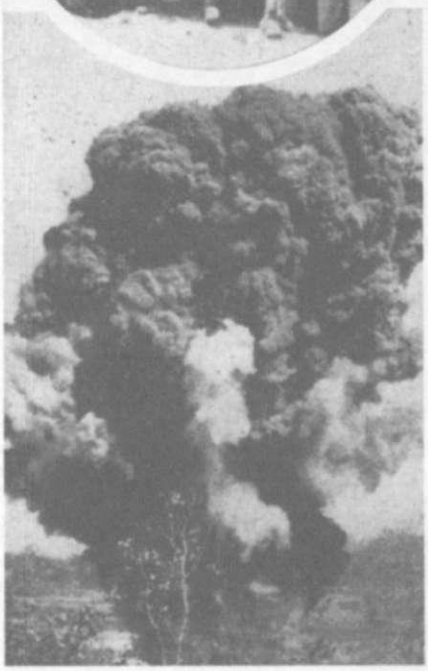
Photos, British Official : Crown Copyright

Aussies & Americans Side by Side in New Guinea

GEN. MacARTHUR, Supreme Commander of Allied Forces in S.W. Pacific, and Gen. Sir T. Blamey, C.-in-C. of Allied Land Forces in Australia, on a tour of a vital battle area (left). Gen. MacArthur stands in the foreground with Gen. Blamey on his right. On Oct. 19, 1942, it was reported that Allied forces in New Guinea were only 8 miles from Kokoda, the important base from which the Japanese have been operating against our troops fighting in the Owen Stanley Range.

Photo Exclusive to THE WAR ILLUSTRATED

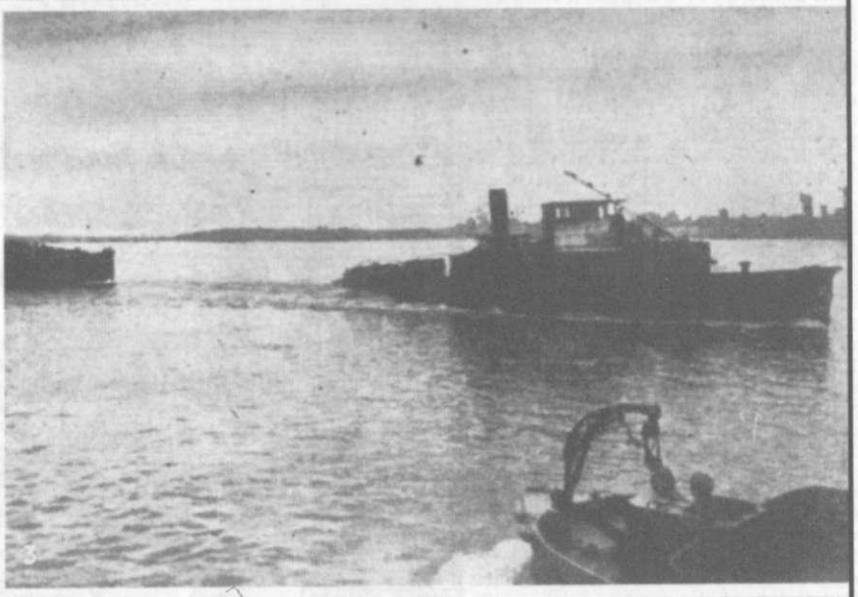
AUSTRALIAN A.A. guns and crews in one of the Allied forward positions in New Guinea (below). The crew operating the gun in the foreground are from Victoria. On the gun barrel are the words "Haifa Horror," a reference to the Italian air raid on the Palestinian port, Sept. 1940,

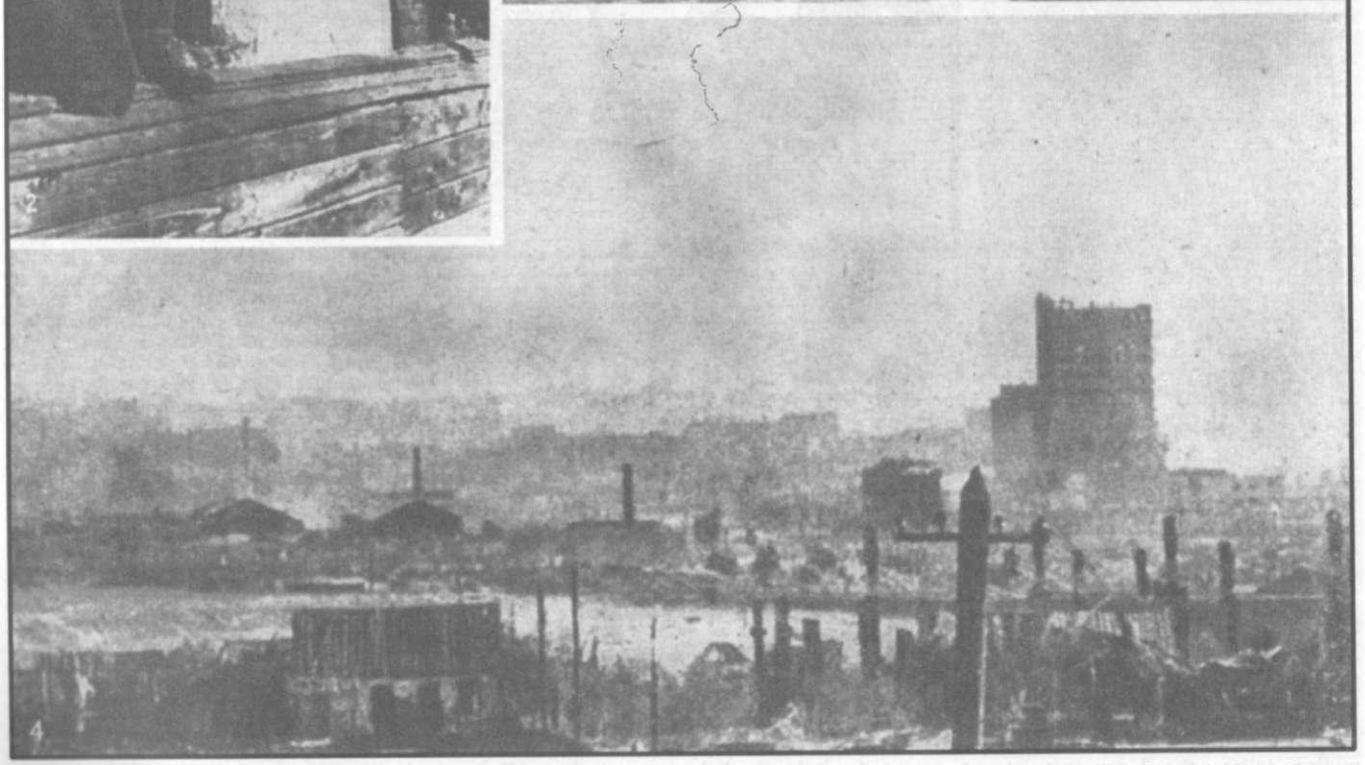


U.S. TROOPS (circle) queue for their dinner on the New Guinea front. A delayed-action bomb (above) explodes near an Allied base.

Photos, Central Press, Sport & General

From Summer into Winter Stalingrad Fought On





AFTER TWO MONTHS of ferocious assault, Stalingrad still defied the Nazi hordes. 1, Soviet defenders rush along the railway track serving a factory during one of the fiercest phases of the battle for the city. 2, Red Army defenders sniping at the enemy during house-to-house fighting. 3, Ammunition and arms being ferried across the River Volga to the besieged city. 4, An industrial suburb of Stalingrad. The devastation in the foreground testifies to the violence of the contest.

Photos, U.S.S.R. Official; News Chronicle, Keystone

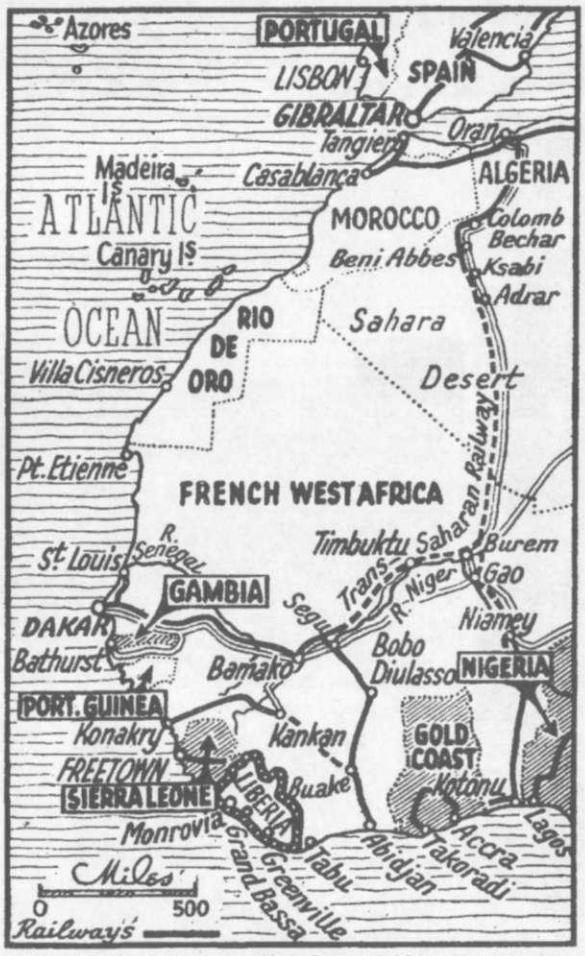
Setting the Stage for Action in West Africa

From many points in West Africa come indications of activity on an unprecedented scale. American landings in Liberia, U-boats active off the coast, feverish preparations by the Vichy French at Dakar, troop movements in the Sahara . . . all go to show that something is afoot.

WHEN the news of the landing of American troops in Liberia was published in the middle of October, the German press and radio went into ecstasies of excited and sublimely hypocritical denunciation. "The American assault on Liberia," said one commentator, "is in line with the other acts of violence by Britain and the United States against small countries such as Iceland, Persia and Iraq"; and another declared that "the occupation of Liberia is pure rape of a free state."

Seemingly the American troops amounted to a "task force" of a division or so, that is, between 10,000 and 18,000 men; and the purpose of the landing was not the suppression of that rarity in the African continent, an independent native state, but the securing of bases for the air patrol engaged in countering the German U-boats which, judging from recent sinkings in the Gulf of Guinea, have been operating to some effect. So far from resenting the occupation of their country, the Liberians might be expected to give the "invaders" a hearty welcome. This is understandable enough when we remember the close association of Liberia with the United States from the very day of its inception.

Liberia was founded by a handful of white American philanthropists in the eighteen-twenties as a place of refuge for freed American negro slaves. In the early days of the colony a number of negroes did indeed migrate across the Atlantic and found a chain of independent settlements; in 1846 they proclaimed Liberia as a sovereign state, and set about organizing their republic on the lines of the American constitution. But there was no flood of migrants, and after a few decades even the trickle showed signs of drying up. So it comes about that today, of the total population of about one-and-a-half millions the number of Americo-Liberians is considerably less than twenty thousand. These constitute the upper class, the superior caste; they are the descendants of negroes and mulattos—freed slaves for the most part. For the rest, the population is pure African; and with the exception of some sixty thousand coast negroes they are tribesfolk, passing their days in the most primitive kind of existence.



LIBERIA, situated on the West Coast of Africa between the British Colony of Sierra Leone and the Vichy-controlled Ivory Coast, has a seaboard of some 350 miles. Monrovia, capital of the Negro Republic, is also the chief port.
Courtesy of The News Chronicle

THE two sections of the population have mixed hardly at all. The Americo-Liberians live for the most part in the capital, Monrovia, named after the U.S.A. President who also gave his name to the Monroe Doctrine. Along the coast there is a row of little towns—nine ports are usually listed; and a number of others are situated in the immediate hinterland. But most of Liberia, a country of about 43,000 square miles, is scrub, jungle, and dense forest; indeed, Liberia is described as the forest country *par excellence* of West Africa.

Economically, Liberia must be regarded as a "colony" of the American empire. The greatest industrial interest in the country is the Firestone Corporation, which in 1926 received a concession from the Liberian Government of a million acres of land at an annual rent of six cents an acre. The *quid pro quo* for the concession was a loan of five million dollars, the 7 per cent interest on which is charged against the customs duties and head money received from the tribes in the interior. The Firestone Corporation laid it down that half the loan should be expended on public works, and the other half on debt repayment; and the new roads and harbours that have been built as a result have facilitated the export of the rubber produced on the Corporation's plantations to the U.S.A.

Some ten years ago the "Black Republic" achieved a most unpleasant notoriety when the shocking ill-treatment of the native tribes by officials, chiefs and slave traders called for the dispatch of a League of Nations Commission. The Commission's report was filled with horrors, but following its publication the Liberians did their best to put their house in order. A new President, Mr. Edwin Barclay, was elected, and his administration has proceeded along progressive lines. Corruption in the Government services has been cleaned up, agriculture has been stimulated, something has been done for education, and the finances have been put on a sound footing. Throughout, President Barclay has kept in close touch with the U.S.A.; and Mr. Roosevelt's representative, Mr. Lester Walton, a negro journalist, has been a power behind the scenes.

Liberia's armed forces comprise a militia numbering 4,000 and a frontier force of about 750 regulars. Navy there is none, just as there are no railways and only 180 miles of road suitable for light motor traffic. All the same, the accession of Liberia to the United Nations has its value in that it reduces to half the gap of some 600 miles between the British colonies of Sierra Leone and the Gold Coast; and the other half, represented by the Ivory Coast, a French colony still under the influence of Vichy, may now be spanned by R.A.F. planes operating from east and west. This should be a factor of considerable importance in the war against the U-boats operating off the coast.

But even with Liberia as good as an ally, only about half of the coast line of the West African "bulge" is under the control of the United Nations. North of Dakar, between that outpost of Vichy and Tangier in Morocco over against Gibraltar, there are 1,800 miles of French and Spanish territory; nominally, this vast stretch is neutral, but its neutrality has a tendency to tip the scale against the Allied cause.

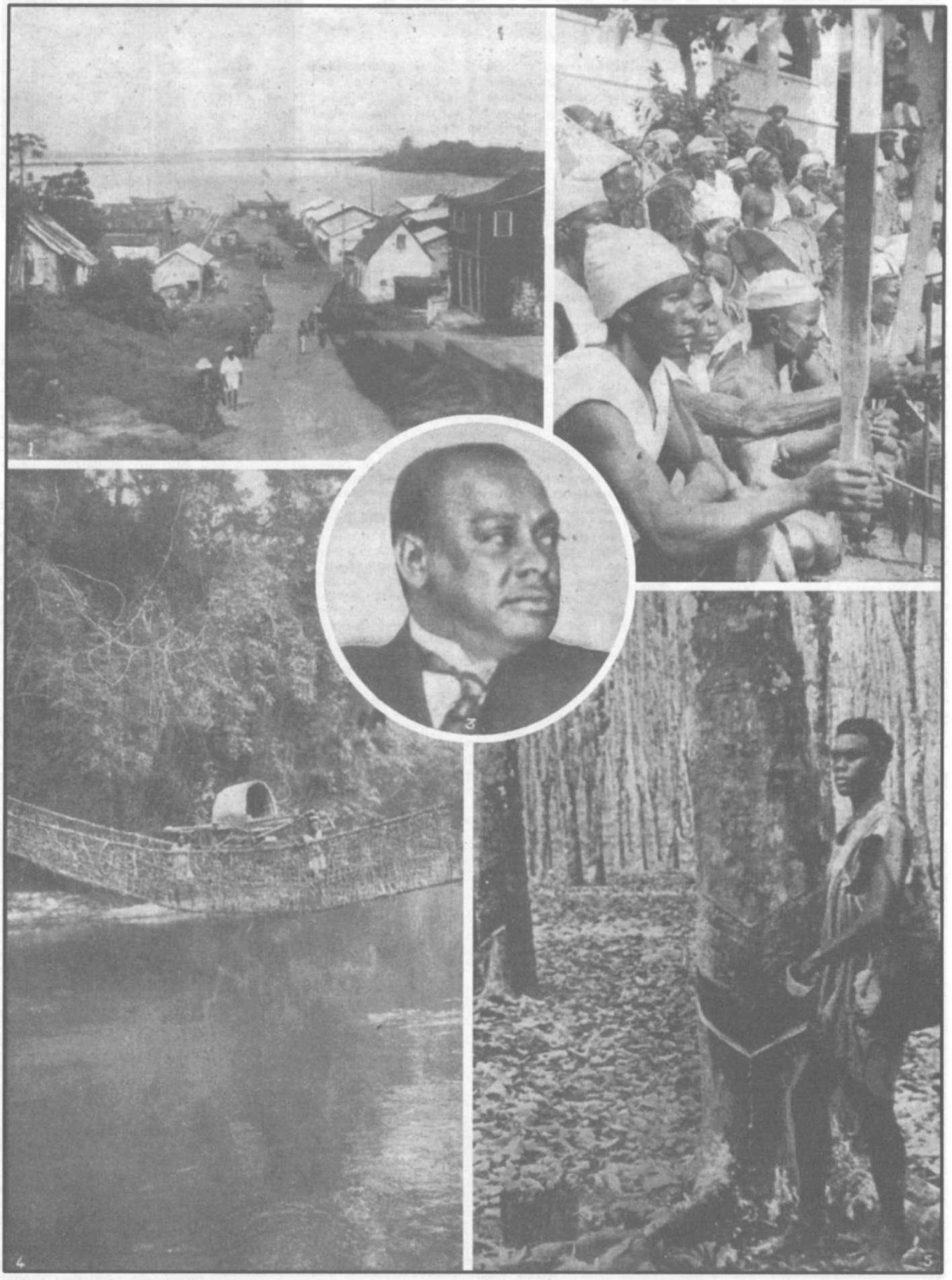
DAKAR is the chief danger-point—Dakar, with the best natural harbour on the whole West Coast and only 1,800 miles to Brazil. Submarines based on Dakar could work havoc with the Allies' communications with South Africa and the world beyond the Cape; aircraft from Dakar's aerodromes could bomb ports on the opposite side of the Atlantic. Dakar is a commercial centre, a fortress, and an important naval base all in one; within its harbour are reported to lie the great battleship, the Richelieu, three cruisers (Gloire, Montcalm, and Georges Leygues), three modern destroyers (Terrible, Fantasque, Malin), a dozen submarines, the submarine supply ship Jules Verne, and a number of minesweepers and other small craft. Rumour has it that this fleet is short of oil, but all the same it still constitutes a formidable fighting force. Of late weeks there have been many Axis-inspired rumours that Dakar was about to be attacked; if attack does come, then more likely than not it will be by way of the land, since, like Singapore, Dakar is chiefly strong against the sea approach.

A hundred miles to the south is the narrow little strip of territory forming the British colony of Gambia; its capital is Bathurst, at the mouth of the Gambia river. Another 350 miles—Portuguese Guinea and French—and we come to the British colony and protectorate of Sierra Leone; Freetown, the capital, has a harbour described as the best in West Africa, and from it runs a narrow-gauge railway reaching almost to the Liberian frontier.

On the east of Sierra Leone is Liberia, and after Liberia comes the French Ivory Coast—a vast area, reaching from the Gulf of Guinea to the borders of the Sahara. The chief town is Abidjan-Port-Bouet, but the whole coast is dotted with the names of other important centres of industry and commerce.

NOW we come to the Gold Coast, another prosperous example of British rule. French Togoland and Dahomey come next; and then we are on the borders of the great British colony of Nigeria, and after Nigeria looms up the even vaster bulk of French Equatorial Africa. This has declared for General de Gaulle; and it constitutes a corridor along which planes, trucks and men may proceed to the Sudan, Egypt and the Middle East. That corridor, we are left in little doubt, has been very busy of late; soon it may be busier still.

Now Liberia Is Ranked Among Our Friends



IN THE NEGRO REPUBLIC OF LIBERIA, where, it was announced on Oct. 17, 1942, U.S. troops have arrived. 1, A street scene in Monrovia, capital and chief port. 2, Warriors of the Kru tribe, seen during a visit to the capital. 3, Mr. Edwin Barclay, President of Liberia since 1932. 4, Bridge constructed of lianas, tropical climbing plants which abound in the dense Liberian forests. 5, Native worker gathering rubber fluid (latex) on one of the great plantations of the Firestone Corporation.

Photos, Dorien Leigh, Planet News, New York Times Photos, Associated Press, G.P.U.

THE WAR AT SEA

by **Francis E McMurtrie**

ON the eve of Trafalgar Day 1942 the First Lord of the Admiralty, Mr. A. V. Alexander, disclosed that since the beginning of the war more than 530 Axis submarines have been sunk or damaged by Allied attacks. This does not include attacks by the Russians, or any by the French Navy prior to June 1940. It includes some made by the Americans, but does not pretend to be up to date in this respect.

On the analogy of the last war, it seems unsafe to reckon on more than one-quarter of the 530 attacks having been completely successful. Even so, the loss to the enemy is a heavy one. Still, it has not stopped the U-boat menace by any means; and until the battle of the Atlantic is undisputably won the end of the war will not be in sight. All our operations depend upon the safe transport by sea of the vital munitions, supplies, and reinforcements needed to keep our land and air forces in action. As the First Lord put it, behind every bomber sent into enemy territory the Navy must maintain the petrol supplies to enable it to fly.

IN the last war the number of U-boats destroyed was 178. Of these, 44 succumbed to mines and 38 to depth-charge attack; 19 were torpedoed by British submarines; 16 fell victims to gunfire; 14 were rammed; 12 were surprised by decoy ships; six were sunk by aircraft; six were caught in nets of various kinds before being finished off by mines or depth-charges; five were destroyed by high-speed sweeps; four were lost accidentally; one was captured; one was wrecked; and the exact fate which befell the remaining 12 is unknown.

Germany had altogether 372 submarines in service in 1914-18. Apart from the war losses catalogued above, 15 were scuttled and the remainder surrendered or otherwise disposed of, e.g. by cession to the Austrian Navy, etc. In November 1918 there were 226 U-boats under construction.

At the start of this war the enemy already possessed 70 submarines, as compared with 30 in 1914. Moreover, there is no doubt that far more extensive building facilities existed in 1939 than at the earlier date. It is probable, therefore, that the figures contained in the Russian estimate quoted in page 297 are not very wide of the mark.

In the Solomon Islands the situation does not seem to be regarded as satisfactory by our American allies. At least that is the only reasonable explanation of the supersession of Vice-Admiral R. L. Ghormley, hitherto in command of the South-West Pacific area, by Vice-Admiral W. F. Halsey. At the same time the subordinate flag officer in charge of the actual operations in the Solomons, Vice-Admiral William Pye, has been relieved by Vice-Admiral H. Fairfax Leary.

Vice-Admiral Halsey was in command of the successful raid on Japanese posts in the Marshall and Gilbert Islands at the end of January, as well as of attacks on Marcus Island on Feb. 24 and Wake Island on March 4. Vice-Admiral Leary is an able and energetic officer who has for some time been regarded as a coming man. He was Assistant Naval Attaché in London a few years ago.

Reasons for the replacement of the officers responsible for the conduct of operations in the Solomons are not announced. They may be connected with references in New York newspapers to "costly and unnecessary losses," attributed to "over-caution and the defensive complex." At the same time, the experience of Pearl Harbour and the Java Sea battle prove that in dealing with the Japanese a certain amount of caution is essential. It can hardly be supposed, however, that the U.S. Naval authorities have been influenced by Press criticism in making these changes. It may be assumed that they have been undertaken with the concurrence and probably on the recommendation of the Commander-in-Chief of the Pacific Fleet, Admiral Chester W. Nimitz.

EVERY sympathy should be felt both for the superseded admirals and their successors in the difficult task with which they are faced. One of the main obstacles is the distance between Guadalcanal, in which U.S. Marines still hold the Lunga airfield, and the nearest Allied base. The latter is understood to be in the island of Espiritu Santo, the largest of the New Hebrides, fully 550 miles away.

Vice-Adm. H. F. LEARY (left), who, it was announced on Oct. 25, 1942, had succeeded Vice-Adm. W. S. Pye as commander of a secret Pacific task force. Right, Vice-Adm. W. F. HALSEY, whose appointment as C.-in.C. naval forces, S.W. Pacific, in succession to Vice-Adm. Ghormley, was announced on the same date.

Photos, Sport & General, Associated Press

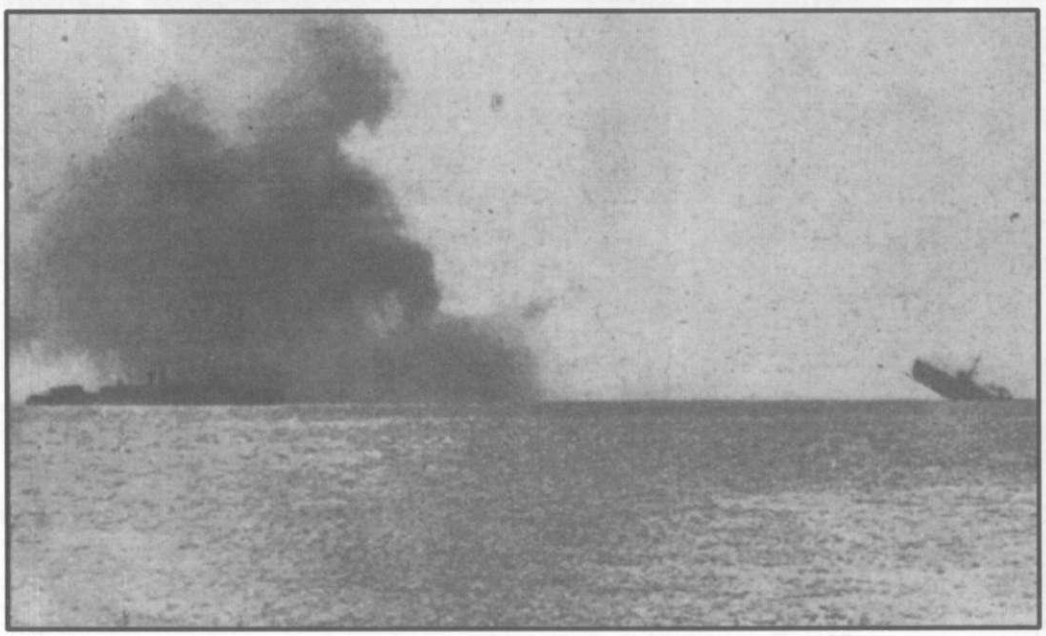
In this respect the Japanese are better situated. Apart from their headquarters at Rabaul, in New Britain, there are sundry subsidiary bases in various convenient harbours in the Solomon Group, notably in Ysabel Island, and at Gizo, off the west coast of New Florida. It is this advantage which has enabled the enemy to land reinforcements and guns in Guadalcanal under cover of darkness.

FOR a time the Americans appear to have relied on their air forces to deal with these fresh incursions, but, having failed to stop them by this means, U.S. warships were last month ordered to intervene. In their opening brush with the enemy on Oct. 12 losses were suffered by both sides. The Japanese are believed to have lost a 10,000-ton cruiser and four destroyers, while American ships sunk include the destroyers Porter, Meredith and O'Brien.

Judging from the action of August 8, in which H.M.A.S. Canberra and the U.S. cruisers Astoria, Quincy and Vincennes were lost, the Japanese have made a careful study of night tactics, and are imitating the methods of the British Mediterranean Fleet as exemplified at the Battle of Cape Matapan. Approaching at high speed the Japanese squadron appears simultaneously to have switched on its searchlights and opened fire, with the disastrous results already recorded. Retreat seems to have been effected immediately, before closer action could ensue.

Then on October 26 it was announced by the U.S. Navy Department that the U.S. aircraft-carrier Wasp had been sunk on September 15 by an enemy submarine attack; and the fleet tug Seminole lost off Tulagi on October 5.

IN the Bering Sea there have been few developments of note. Certain islands of the Aleutian chain have been occupied by U.S. forces, and Japanese warships and transports at Kiska have been bombed and in some cases destroyed. It seems evident that in occupying Kiska and other islands the enemy intended merely to create a diversion which it was hoped would draw American ships and aircraft away from the more important theatre of operations in the South-West Pacific. At the same time the apparent threat to Alaska, though illusory, was bound to excite uneasiness in the uninformed minds of the American public.

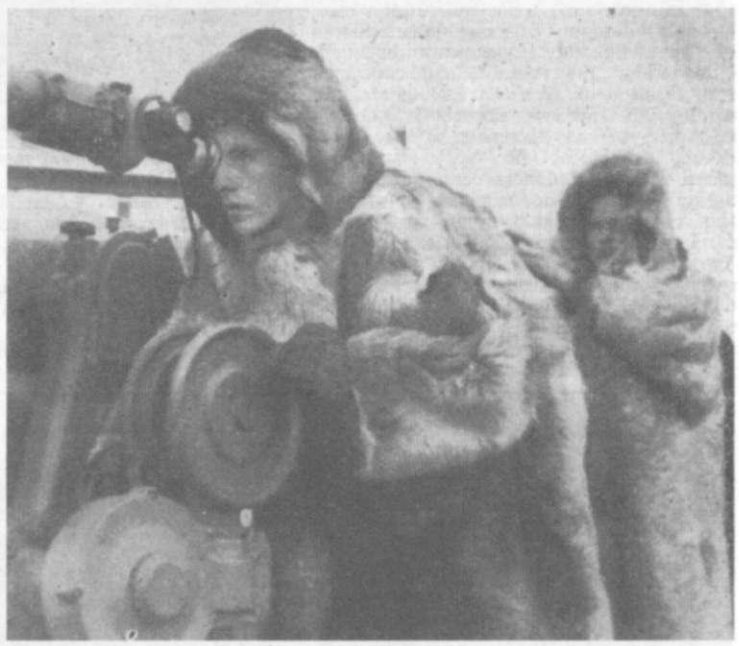


NAVAL BRUSH IN THE SOUTH SEAS. The U.S. auxiliary transports, Colhoun and Little, carried out vital operations in the Solomons at the beginning of Sept. 1942. On Sept. 5 Colhoun was attacked by Japanese bombers off Guadalcanal; she is seen on the right of the photo as she goes down. Her sister ship, the Little, whose loss was announced on Sept. 24, is outlined against the smoke from the doomed vessel. *Photo, Keystone*

More Gallant Chapters in the Sea War's Story

ADRIFT IN THE ATLANTIC. 43 Allied seamen whose ship was torpedoed by a U-boat in the Atlantic owe their lives to a Flying Fortress of the R.A.F. Coastal Command, which sighted them—some on rafts, others in a lifeboat 500 miles out at sea. Rations and life-jackets were dropped by the aircraft and wireless messages sent giving positions. The following day the survivors were picked up by destroyers and corvettes. Men are seen (right) waving to the plane from their lifeboat.

Below, members of a U-boat crew clambering aboard a rescuing ship in the Mediterranean.



RETURNING FROM RUSSIA, these American gunners, on board a merchant ship bound for a British port, are well protected against Arctic conditions. Their furs were obtained during their stay in Northern waters.

When a Stuka dived to make a low-level attack on a British warship, skilful handling on the part of the ship's crew brought the vessel safely through her ordeal. Although bombs exploded close to the ship, the gun crews were able to drive off the enemy. On the left the crew are seen firing a multiple pom-pom at the plane.

Photos, British Official: Crown Copyright; G.P.U., Keystone Planet News

The Story of a British Boy's Grave in Malta

IT is good to know that in the midst of the most savage and inhuman war in the world's history and at a spot where its terrors are possibly concentrated to a degree that is not reached at any other point of the conflict, the humanities which make life tolerable and which have ever been associated with the British character and with the races that have gladly accepted the way of life which has made Britain the great civilizer, still persist, and cannot be destroyed by all the bombs that Germany may rain upon it. A little story, which should have a peculiar interest for THE WAR ILLUSTRATED readers, will serve as well as many far more important that might be told.

In August last one of our readers, Mrs. Williams, of Normanton, Yorkshire, wrote to the Editor to tell him that her only son, First Class Boy Ronald D. Williams, who "gave his life taking things to Malta that it needs from England," had been killed on the island during one of its thousands of air raids. "We ourselves," wrote the mother, "will never probably see the cemetery or look on his grave, but we should love to possess a picture of it." How was this to be achieved?

FORTUNATELY, as our readers will be aware, we have a large number of enthusiastic followers of THE WAR ILLUSTRATED in the Isle of Heroes, and several young Maltese—than whom there are none more enthusiastically British—have written from time to time to the Editor. One in particular, John Mizzi, has had the honour of several appearances in our pages; his latest contribution being included in No. 138 at page 253, and it occurred to the Editor that here was a likely medium whereby the sorrowing mother in Yorkshire might be put in possession of the much-desired memento of her boy's last resting-place in that Mediterranean island, with whose dust any Briton might be glad to think his own might mingle, for Malta is surely as much a part of Britain today as Yorkshire itself. John Mizzi quickly responded to our appeal, and by the middle of October we had the satisfaction of sending to Mrs. Williams the photographs which appear in this page, together with a larger one of the individual grave.

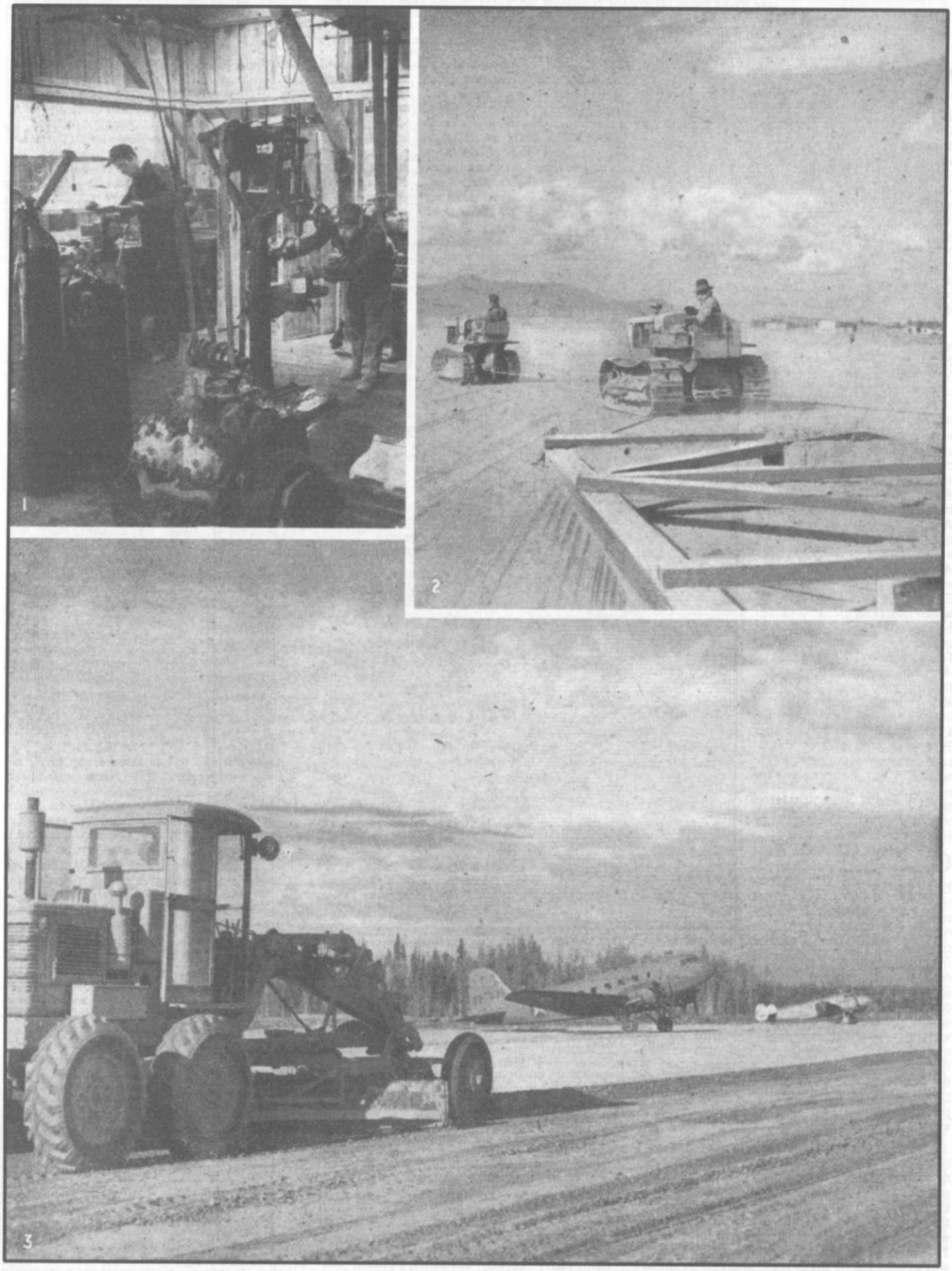
Shaded by cypress trees, on a hillside near Capuccini overlooking the sea, are the last resting-places of British seamen in Malta's Protestant Naval Cemetery. But there is no peace here—there is no peace anywhere in Malta. Even the headstones are shell-splintered.

For this, thanks go first to the enterprise and enthusiasm of our seventeen-year-old correspondent in doing this fine service for the sake of the dead boy of his own age whose grave is one of the many additions to those of the British sailors that lie in the Naval Cemetery of Malta. The Editor is taking this way of expressing his thanks to his gifted young correspondent and would also make special mention of the kindly consideration with which Major Wells of the Malta War Graves Commission received the suggestion and granted every facility for the taking of the photographs. These will bring comfort to many mothers other than that of First Class Boy Ronald Williams, in the knowledge that wherever their sons have made the great sacrifice for Britain, and the British way of life, they are certain to be honoured in their death if fortunate enough to meet it on territory where British control is effective. It will not escape the reader's notice that in the view of the Malta cemetery reproduced above, with its suggestion of the free-shaded "God's acre" of our homeland, the cemetery itself has suffered inevitably in the bombing of the Island.

The foregoing must on no account be taken to imply that THE WAR ILLUSTRATED can undertake similar inquiries for other readers, as that would be quite impracticable at this time.

The grave of First Cl. Boy Ronald D. Williams is seen at left; it is the first of the middle row of three, nearest to shrub in the centre of the picture. Completion of these graves in the Naval Cemetery awaits the cessation of hostilities.
Photos, Public Relations, Malta

New Airfields Built on the Canadian Prairies



CANADA'S ALASKAN ROUTE AIRFIELDS, some of which are already in use, form a chain which largely dictated the course of the 1,600-mile Alaska highway. 1, This repair-shop services tractors used in the construction of Watson Lake airport, situated midway between Edmonton, Alberta, and Fairbanks, Alaska (see map p. 332). 2, Levelling up after the ground-clearing crews have finished their work. 3, A grader puts the finishing touches to the runway; U.S. planes in the background. *Photos, Canadian Official*

'America's Burma Road' Finished in Six Months

Like many other far-distant corners of the world, Alaska seemed until only the other day at the very back of beyond. Now, however, for reasons given in the article that follows, it is the scene of intense military and engineering activity, and ere long it may be playing a great part in the deciding of the war against the Japanese in the Pacific.

WHEN the U.S.A. bought Alaska from Russia in 1867 there were few in America who were not of the opinion that the Russians had had the best of the deal. Seven million-odd perfectly good American dollars! Paid for what? For a territory which, big as it was—as big as Germany, France and Italy added together—was still believed to be nothing more than a wilderness of mountain and frozen soil. In fact, however, the purchase turned out to be an excellent investment, since before long Alaska was producing great quantities of gold and other minerals, furs and timber. And valuable as it has proved to be in peacetime, Alaska is proving to be even more valuable now, when the U.S.A. is at grips with Japan.

Alaska is the nearest U.S. territory to Japan, if the Philippines be excluded; from the airfields the Americans have been busily constructing in Alaskan territory it should be possible before very long to bomb Tokyo and the other great cities clustered so closely on the Japanese islands. Moreover, Alaska provides a substantial base for the chain of American outposts reaching out to Dutch Harbour and along the Aleutians. Then Alaska is next door to Asia; at its narrowest the Bering Strait is only some 50 miles wide—indeed, it is said to be possible to paddle a canoe from island to island, from America to Asia. Lastly, Alaska provides a short route for American supplies to Russia; and not only to Russia, but still more to China. Indeed, now that the Burma Road is closed this route across "the top of the world" is practically the only route left open whereby the Allies can convey material aid to their hard-pressed ally in Chungking.

FROM U.S.A. TO ALASKA a great new highway has recently been constructed under the direction of American military engineers. Its route is clearly shown on this map; and the Canadian airfields, to link up which was a deciding factor in the planning of the route, are also indicated. (See illus. p. 331.)

By courtesy of The Manchester Guardian

OF course, Alaska's great drawback is its inaccessibility. Between it and the continental U.S.A. is a great mass of Canadian territory some 800 miles wide, which in the northern part is almost bare of roads. There is a route by sea along the coast from Seattle to the little ports on the Gulf of Alaska; another is by air across Canada. But in wartime the ships that might be employed in making the Alaskan passage are badly needed elsewhere, and the carrying capacity of planes is very limited. It is hardly surprising, therefore, that the long-discussed plan for linking the U.S.A. to Alaska by road should have been brought out of cold storage.

Years before the war the project was frequently discussed, and there were many to advocate it, both for commercial and tourist reasons, and also for the strategic consideration that a road connexion would facilitate the defence not only of Alaska but of the whole of the North American continent. In 1939 a joint Canadian-American commission was appointed to investigate and report upon the possibility of constructing a highway to Alaska and the Yukon Territory, and two routes were considered: one running northward from Hazelton on the Skeena river, and the other from Prince George, in the valley of the Fraser, high up in the Rockies. The Joint Defence Board established in 1940 rejected both routes, the one because it lay so near to the coast as to be vulnerable to air attack, and the other because its course through the Rockies involved immense engineering difficulties. As an alternative it proposed a third route, one which ran along the eastern side of the Rockies much farther inland than the others; this would not only be far easier and so speedier to construct, but would also serve as a link between the aerodromes (*see* map) which have been constructed by the Canadian Government of late years in Alberta, British Columbia and Yukon.

This third route, the one adopted, is an extension of the road which runs from Edmonton to Dawson Creek in B.C., where the new road begins. From Dawson Creek it proceeds in a northerly direction to Fort St. John and Fort Nelson. Turning then to the west, it enters the Yukon Territory just south of Watson Lake, proceeds to Whitehorse, and there connects with the railway above Skagway. From Whitehorse it continues north-west to Boundary—a well-named township situated where the Canadian territory joins American—and thence to Big Delta, where it links up with the 75-mile stretch of road connecting that township with Fairbanks, the capital of Alaska.

Until fairly recently Canadian opinion was not too enthusiastic about the project. The great stumbling-block was the expense, but that was removed when Mr. Roosevelt's Government let it be known that America was quite prepared to shoulder the entire expense, while agreeing that at the end of the war the road should be incorporated in the Canadian national road system. The U.S. Administration officially approached the Canadian Government on February 13, 1942, with the suggestion that the road should be constructed forthwith. Mr. Mackenzie King's Government immediately agreed, although there were some critics who declared that the route was not the best that might have been selected. Thus Mr. George Black, M.P. for the Yukon, informed the Canadian House of Commons that for the most part the route ran over tundra (the rolling treeless plain of Arctic regions) and muskeg (rocky basins filled with leaves, marsh, moss and other unstable material)—ground which would be both difficult and expensive to traverse.

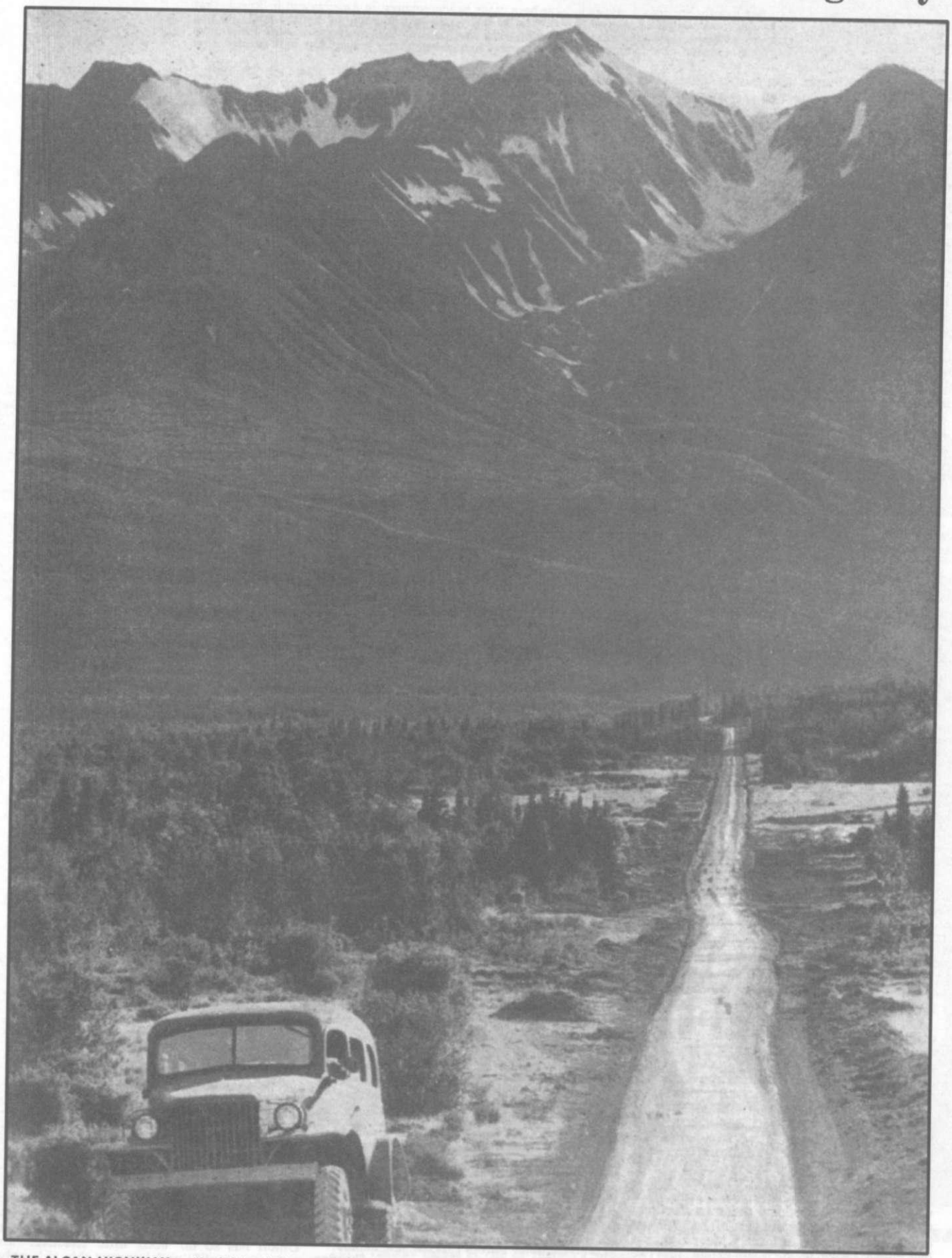
BUT the scheme went through, and very shortly Colonel William Hoge, an American Army engineer from Missouri, had arrived at Dawson Creek, where he established his first working base. A second base was established at Fort Nelson, and a third at Whitehorse.

The Army engineers, it was expected at the outset, were to build a pioneer road which would be "passable but not much else." When this had been built it would be turned over to the Public Roads Administration of the U.S., which would proceed to convert it into a standard 24-ft. highway with foundations of crushed rock.

The summer months went by. The American Army engineers and their gangs of navvies—10,000 soldiers divided into seven engineering regiments, and 2,000 civilians—toiled and sweated, dug and blasted their way across the wilderness. Now they were working in a temperature well below zero; now it was in almost tropical heat, and the men had to wear gloves and head-nets to ward off the swarms of mosquitoes. To such good purpose did they work—16 hours a day, progressing 8 miles in every 24 hours—that on Sept. 24 Mr. Stimson, U.S. Secretary for War, said that the highway, the greatest engineering feat since the construction of the Panama Canal, would be in use by Dec. 1, many months ahead of schedule. Moreover, so far from being just a rough track, it was a well-graded and drained highway, admitting two-way traffic on much of its length.

EVEN this prophecy was soon out of date. On Oct. 29 Mr. Stimson proudly announced that the corps of soldiers and civilians under the direction of the Public Roads Administration had actually finished the job—1,671 miles of new road 24 feet wide, involving the bridging of 200 streams, constructed in slightly over six months. That week, he said, trucks were starting to carry munitions and material to the U.S. troops in Alaska.

Beside the Rockies Runs the Alaskan Highway



THE ALCAN HIGHWAY, as the 1,671-mile-long road linking Alaska across Canada with the United States is styled, runs through grandly beautiful scenery, as this photograph of a typical stretch shows well. After the War it will draw, no doubt, a great host of pleasure motorists. Today, however, it echoes to the rumble of military trucks, carrying supplies and men to the Canadian airfields and the bases now in course of being established by the Americans in Alaska.

Photo, Sport & General

What Britain Has Done For Russia

Of late months vociferous demands have been made in this country, in America and in Russia, that a second front should be opened in the West to relieve the terrific strain on the U.S.S.R. In this article, however, we are concerned not with such questions of high strategy but with the almost as vital question of material aid for the armies and people of our valiant but hard-pressed ally.

ONLY a few hours after Hitler launched his troops against Russia, Mr. Churchill, in a broadcast from London, made the promise: "We shall give whatever help we can to Russia and to the Russian people." He went on, "We have offered to the Government of Soviet Russia any technical or economic assistance which is in our power and which is likely to be of service to them . . ." That was on June 22, 1941; a few months later, on Sept. 9, the British Prime Minister told the House of Commons that we should be prepared for serious sacrifices in the munitions field in order to meet the needs of Russia. It should be remembered "that everything that is given to Russia is subtracted from what we are making ourselves, or in part at least from what would have been sent to us by the United States"; that time and geography were limiting factors, and that there were also limitations of transport, harbour facilities, and, above all, of shipping.

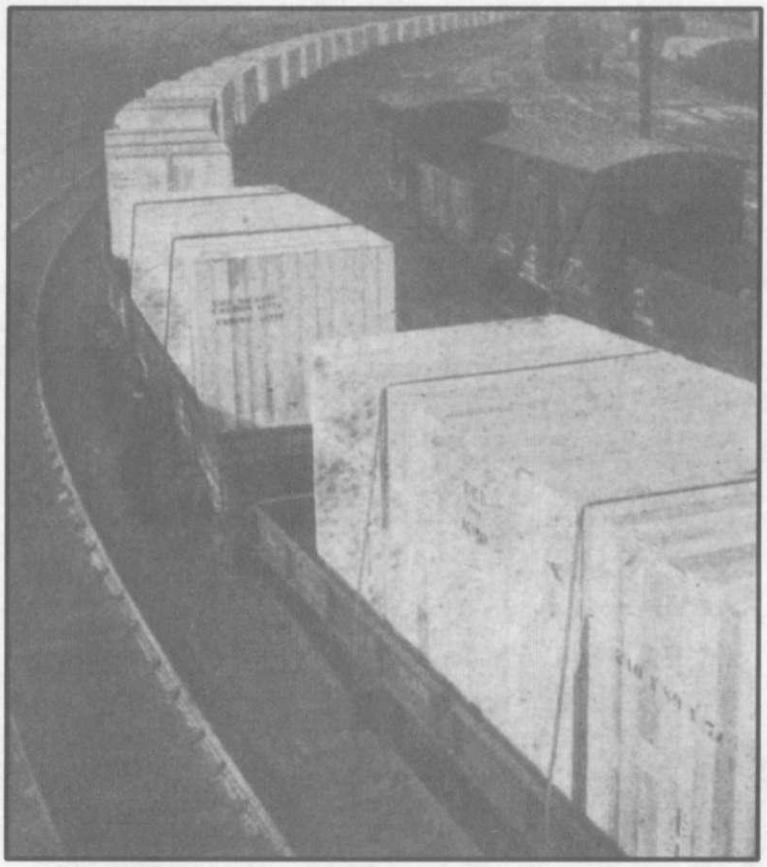
At the end of that same month of Sept. 1941 Mr. Churchill assured the House of Commons that the interval which had elapsed since he and President Roosevelt had sent their message to Stalin from their conference in the Atlantic had been used in ceaseless activity. Now British and American representatives had gone to Moscow with clear and full knowledge of what they were able to give to Russia, month by month. "It is not only tanks," said the Premier, "the tanks for which we have waited so long, that we have to send, but precious aircraft and aluminium, rubber, copper, oil, and many other materials vital to modern war, large quantities of which have already gone . . . The veriest simpleton can see how great is our interest, to put it no higher, in sustaining Russia by every possible means."

THE Moscow conference was in session from Sept. 29 to Oct. 1, and at its conclusion it was announced that an agreement had been reached to place at Russia's disposal virtually every requirement for which the military and civil authorities of the Soviet Union had asked (*see* Vol. 5, page 202).

These are the promises: what of the performance?

On his return to London from the Moscow conference Lord Beaverbrook declared in a broadcast on Oct. 12, that "out of the resources of Britain and U.S.A., each bearing a full share of the burden, the Russians are now being supplied with much that they asked for. And certainly with all that at present we can give them. As for tanks and aircraft, the numbers that Stalin asked for have been promised. The full numbers promised for October have been provided . . ." A fortnight later Lord Beaverbrook announced that a considerable quantity of wheat had been sent from our own stocks in Canada and large quantities of sugar from our own stocks in Britain. Moreover, we had given tanks to such an extent that we should have to have an immense increase in output. Then at the end of November, Lord Beaverbrook, who was still Minister of Supply, told a meeting of Glasgow shop-stewards that everything we had promised to Russia for delivery in November had been dispatched; and he went on to read a telegram from Stalin.

Beaverbrook—Let me express my gratitude for the sending of aeroplanes and tanks. Some of these British-made aeroplanes and tanks are already in action in the front line. The reports of our commanders on the British-made tanks are favourable. The Hurricanes are greatly appreciated. We would like as many Hurricanes and tanks as you can send . . .



LEAVING LONDON FOR RUSSIA these crates, packed with vital war supplies, represent part of Britain's aid to our gallant ally. Actual figures are not usually available—how the enemy would like to know them!—but there is good reason to believe that substantial assistance has been, and is being, afforded. *Photo, Fox*

The news that hundreds of British aircraft had been sent to Russia was announced by Mr. Churchill in the House of Commons on Sept. 11, and a few days later it was officially stated in London that an R.A.F. wing had arrived on the Russian front. The wing was ere long withdrawn, but a large number of Hurricanes, as well as American Airacobras, were by then being flown by airmen of the Red Air Force.

HELP THE RUSSIAN WOUNDED!

Since Mrs. Churchill launched her Red Cross "Aid to Russia" Fund, 2,571 tons of medical stores, etc., have been shipped to Russia. They include, in addition to motor and portable X-ray units and ambulances:

530,000 Blankets	200,000 Ampoules Strophantin
50,000 First Aid Pouches	50,000 kg. Lanoline
50,000 Children's Coats	15,000 kg. Sodium Brom.
40,000 ,, Breechettes	180,000 Scalpels
2 Tons Chloroform	60,000 Surgical Scissors
2 Tons Ether	11,000 Sterilizers
10,000 kg. Sulphanilamide	324,000 prs. Surg. Gloves
150,000 Dissecting Forceps	523,000 yds. Rubber Sheeting
63,000 Hot-water Bottles	54,000 Tourniquets
50,000 kg. Chloramine	
77,000 Hypodermic Syges	

Subscriptions to the Fund should be sent to Mrs. Churchill at 10, Downing Street, London, S.W.1.

(On Oct. 28, 1942, it was announced that the R.A.F. was again in Russia; Coastal Command planes and pilots helping in convoy protection.)

By the opening of 1942 there were widespread suspicions that deliveries to Russia were not up to schedule. But on Jan. 27 Mr. Churchill told the House that, in spite of the still-present threat of invasion of these islands, we had sent "Premier Stalin exactly what he asked for." Yet on Feb. 15 in his Singapore broadcast the Premier admitted that "it is little enough that we have done for Russia, considering all she has done to beat Hitler and for the common cause." Then, in the House of Lords on Feb. 12 Lord Beaverbrook, now Minister of Production, declared that we had fulfilled all our obligations to Russia up to Jan. 21, except for one tank. British tanks, he revealed, had played a great part in the successful defence of Moscow.

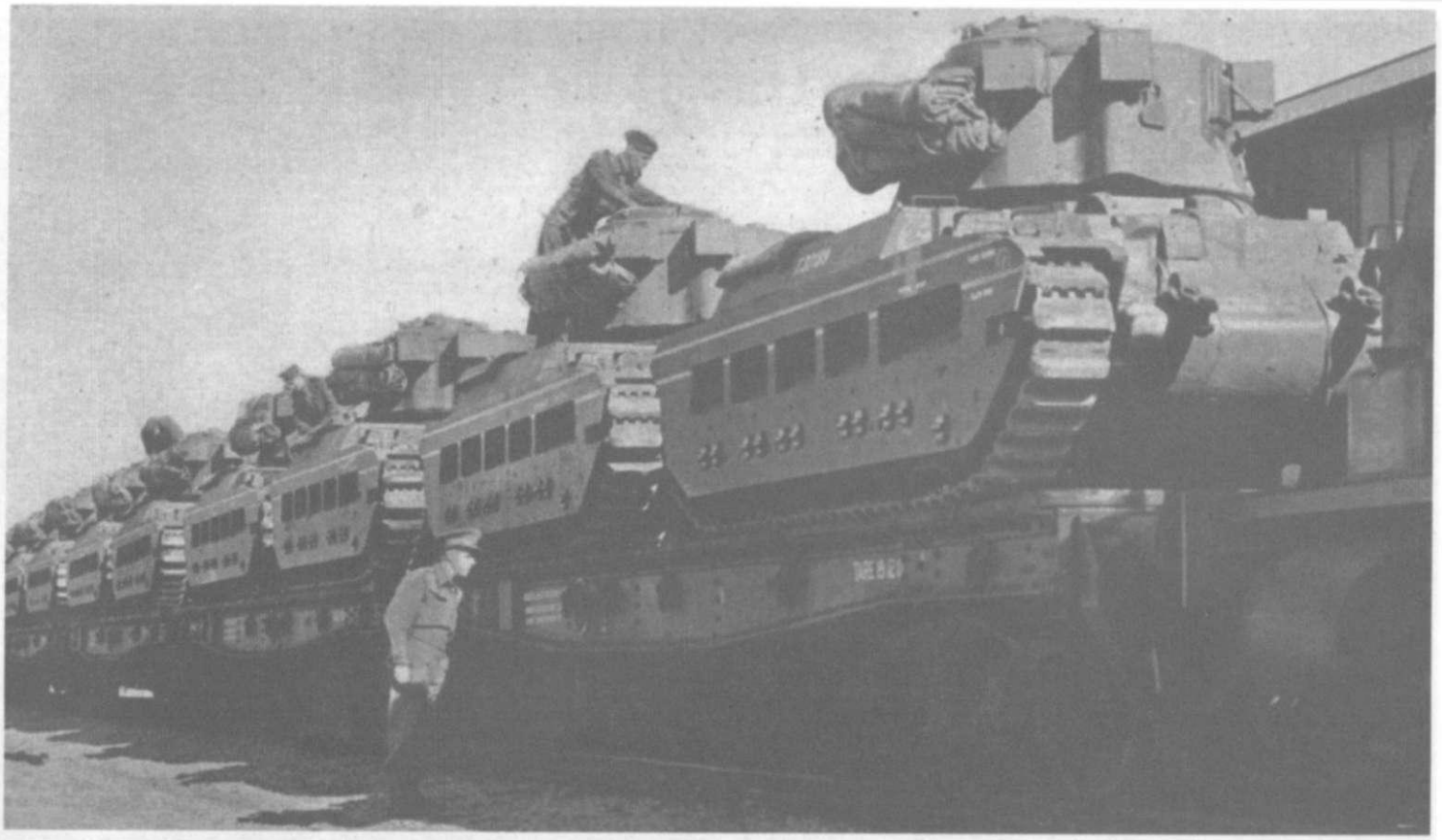
As the year wore on the Government's spokesmen continued to maintain that the promises were being fulfilled.

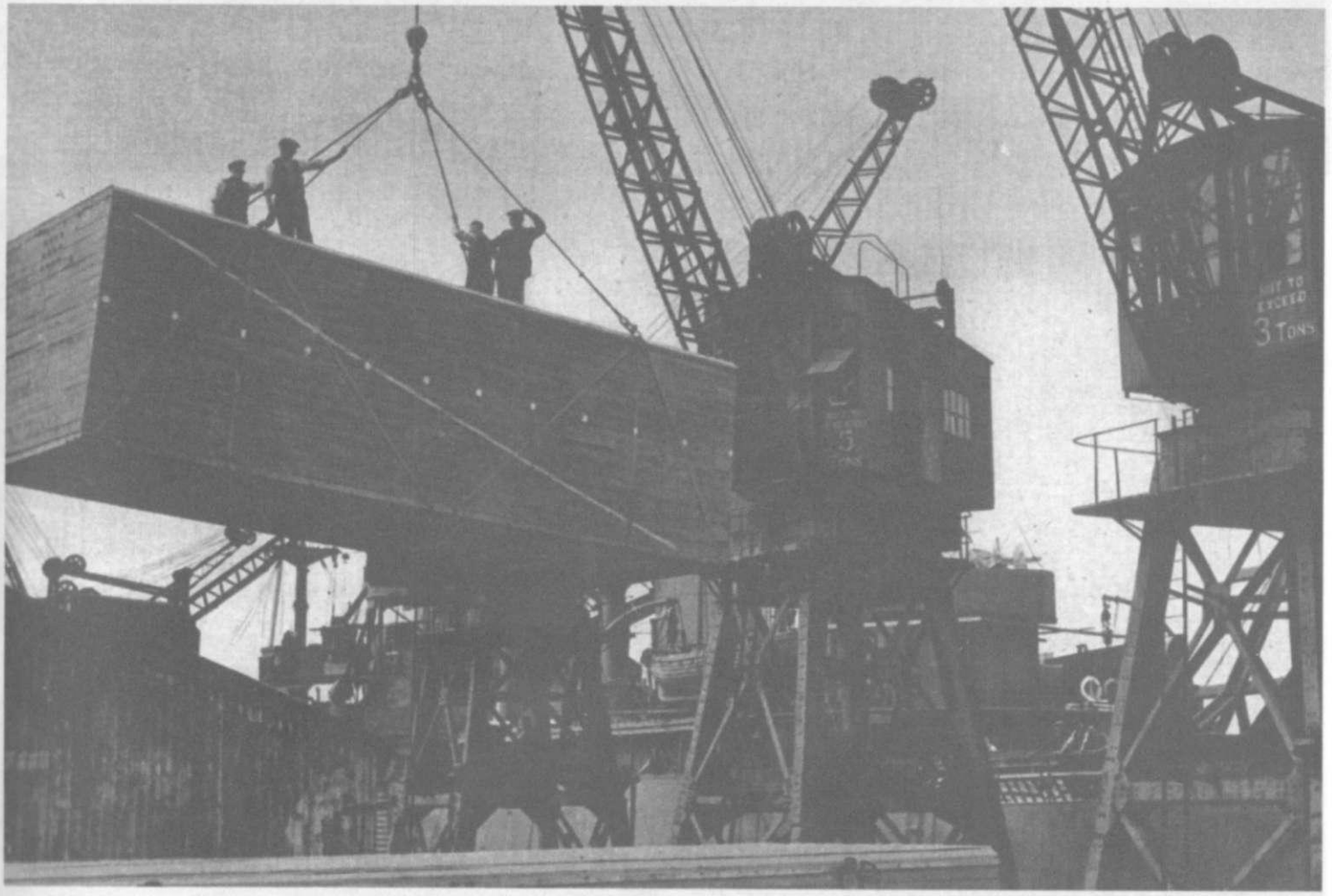
To the questions, "Have we fulfilled the actual contract which we entered into with Russia for delivery of supplies, and have we sent all the tanks and aircraft which we promised them?" Mr. Oliver Lyttelton, Minister of Production, answered on July 18 with an emphatic "yes." "We have been shipping tanks to Russia at the rate of 50 a week [2,000 in all by early July]. By the end of May we had actually shipped 11 per cent more aircraft than we had promised up to the end of June. For every 100 aircraft we promised we have shipped 111. These supplies we have sent in spite of the urgent demands of our own armies in the Middle East and the preparations of the field force in this country. So we may fairly say that in the matter of equipment we have done everything that we could do to assist our Russian allies."

In September the greatest convoy to leave these shores for Russia battled its way through, escorted by 75 warships, to North Russia (*see* pp. 279, 317).

"We must send supplies to Russia," said Mr. A. V. Alexander, First Lord of the Admiralty, on Oct. 20, 1942, "although I think that often too little credit is given for what we have already done in that respect." We had put hundreds of supply ships into Russia since the war started, running into a tonnage of millions. On the same day Mr. Hugh Dalton, President of the Board of Trade, told the Commons that last year we sent Russia more than 500,000 blankets and more than 400,000 woollen garments, and the supplies we were about to send would be greater still.

But the criticisms grew. Nor were they unaffected by the answers made by Mr. Stalin on Oct. 4 to certain questions put to him by an American journalist, Mr. Henry Cassidy. "As compared with the aid which the Soviet Union is giving to the Allies, by drawing upon itself the main forces of the German Fascist armies," said the Soviet leader, "the aid of the Allies to the Soviet Union has so far been little effective. In order to amplify and improve this aid, only one thing is required: that the Allies fulfil their obligations fully and on time."

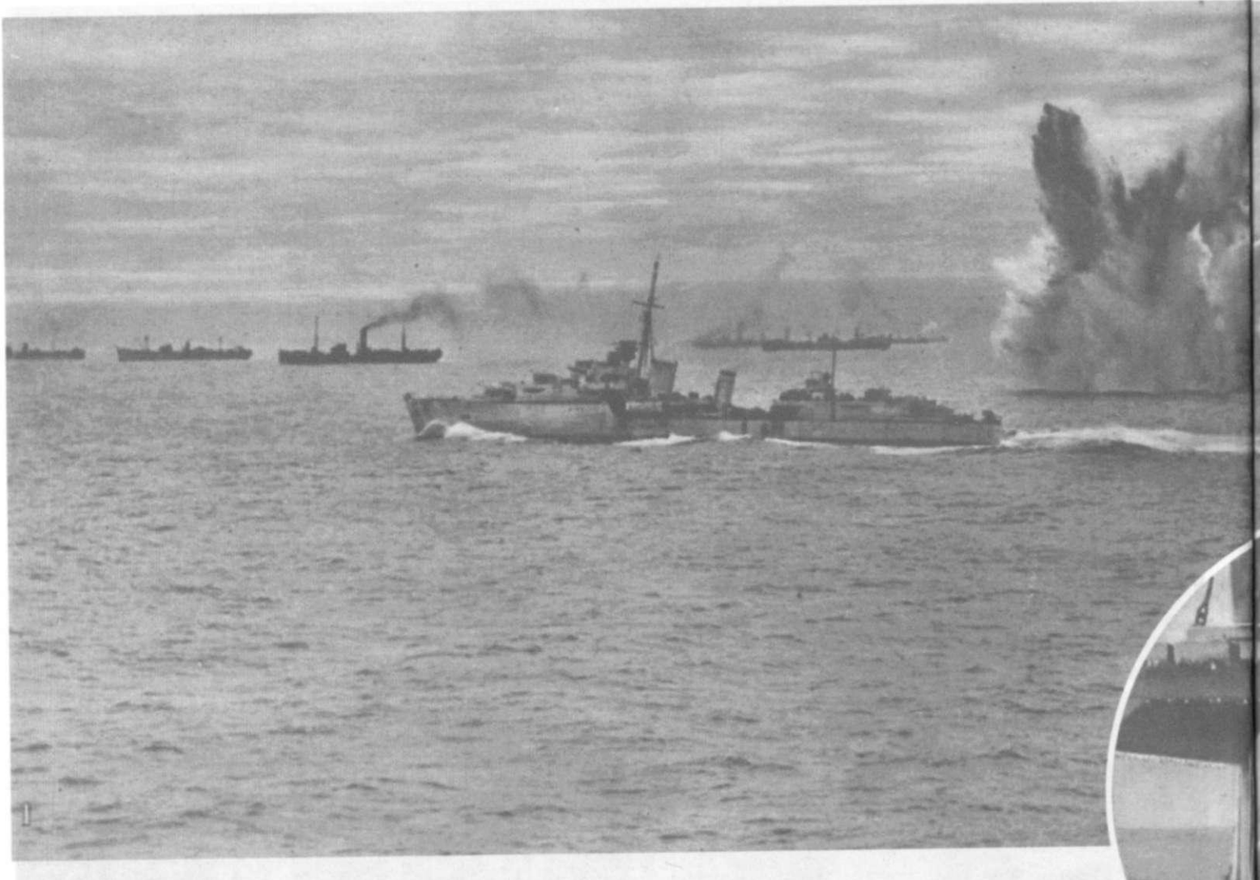




Photos, Fox, Topical Press

Britain Delivers the Goods to Russia

On a railway siding at one of Britain's monster Ordnance factories a trainload of Matilda tanks are receiving the final inspection. Soon they will arrive at the port of embarkation, there, together with a consignment of Hurricane fighters each contained in a crate as big as a bungalow (lower photo), to be put on board a transport. And so (see page 338) to Russia.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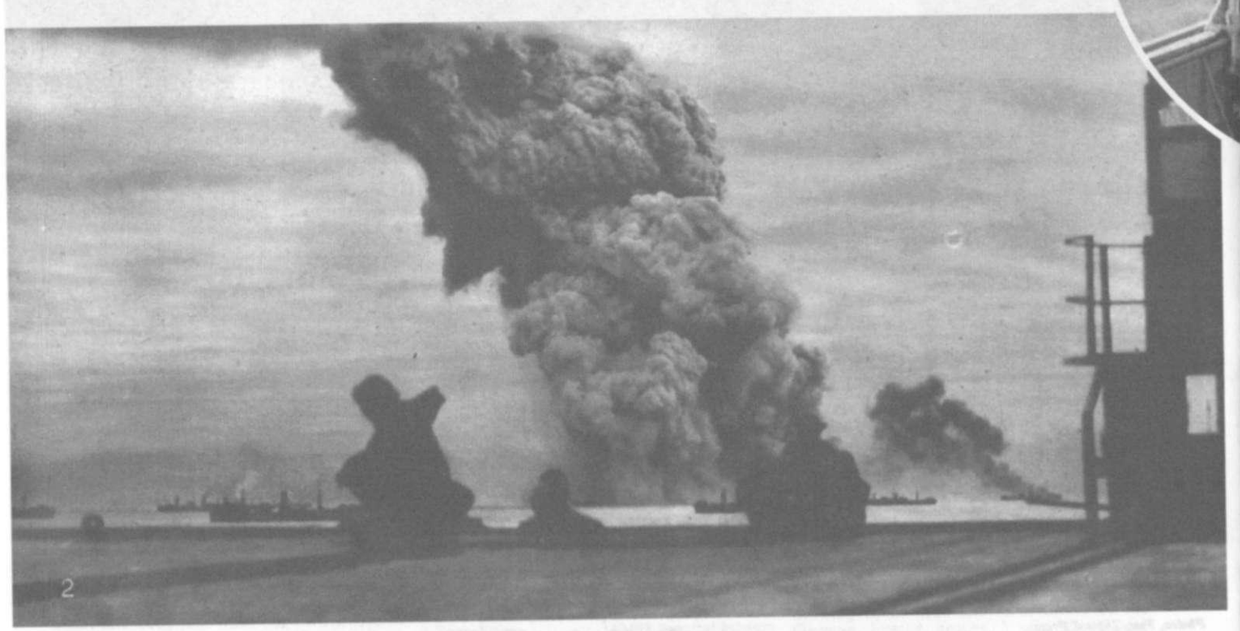
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Not All Hitler's Might and Malice . . .

Photos, British Official: Crown Copyright; (circle) Associated Press

With Russia bearing the full weight of Germany's military machine, it was vitally important that the convoy, one of the greatest to leave Britain's shores, should get through to Russia. And get through it did (see pp. 279, 317). Our upper photograph (1) shows one of the many exciting moments in its passage: a Nazi bomber has secured a near miss on a carrier.

. . . Could Stop the Flow of Allied Aid

Not all the ships in the convoy got through, however; in (2) great clouds of smoke billow to heaven from a stricken merchantman. That the climatic conditions of the Arctic passage are extreme indeed is evident by (3). Escorting the convoy was a British force of 75 ships, some of which are shown in (4); in the van are H.M.S. Fury and H.M.S. Ashanti.

The Tanks Arrive and Speed to Action

Photos, U.S.S.R. Official; Associate

At Murmansk the convoy, after battling through frozen seas, after enduring all the malice and might of an alert and powerful foe, has put into harbour. Allied sailors and Russian stevedores with eager speed unload the freight, more precious in the present hour of extreme danger than mountains of gold; and soon the tanks from Britain are charging the foe.

VIEWS & REVIEWS Of Vital War Books

by Hamilton Fyfe

VERY few people here, even among those who study the war, seem to think of a direct attack on the United States as likely, or even possible. The Americans themselves, however, are thinking of it a good deal. One of the writers who have been discussing the possibility is Mr. William B. Ziff, who was over here to get acquaintance with our air problems not long ago. His book, The Coming Battle of Germany (Hamish Hamilton, 7s. 6d.), has been selling in very large numbers in America. It is easy to understand why.

Mr. Ziff brings the actualities of the war before his readers in clear-cut terms, emphatic language, and a grip that holds attention all the time. He sees the struggle, not in a number of separate compartments (which is the way many of us have seen it—and still do), but as a whole. The United Nations cannot afford to regard the defence of Britain as one necessity, the defence of the United States as another. They must not suppose the operations in the Mediterranean are local and bear no relation to those in the Pacific. Above all, they must not get muddled in their minds by thinking this war is like wars of the past, or that it can be won by methods belonging to the past.

He tells his countrymen they are in danger of being invaded. He also tells them that their safeguard against invasion up to now has been, and still is, "the continued existence of Great Britain, pointed like a pistol at the very heart of the German giant." That is very useful talk indeed. It not only disposes of the silly idea in so many American heads that Britain has done little or nothing so far. It shows how necessary it is for the United Nations to learn to fight the war as one conflict and to direct it in a bold, adventurous spirit.

IN every respect save one the Germans "have an overwhelming superiority to anything we can offer in the way of organization, instruments of war, effective numbers, position and communications." Our one advantage over the enemy is "our power to strike at the heart of the Axis war effort, that is, at Germany proper, through the air."

Here is the value of Britain as a safeguard against invasion of America. The British Isles are only a few hundred miles from the German heart. They can be used as "a forward base for the operations of the United States," and this gives the United Nations "a technical superiority certain to bring to collapse the entire German war effort with fierce, unmerciful blows, after American technological science has succeeded in evolving the proper instruments and technique of action."

That may strike us at first as arrogant and unfair. Haven't we been evolving these things? Must we learn from America? Well, I am afraid we have to admit the Americans can teach us a good deal we haven't learned before. I read the other day an article by Major Oliver Stewart, showing how they plan their raids mathematically and how valuable this innovation is. In construction, too, American plane designers look ahead without any blinkers on, and can get their suggestions considered more easily.

THE

Coming Battle of Germany

Mr. Ziff gives an example of British unreadiness to adopt new techniques: the two-men submarines used by the Japanese at Pearl Harbour are, it appears, the development of an invention by a British submarine commander (Colin Mayers), which the Admiralty "turned down as fantastic."

DON'T suppose, though, that Mr. Ziff thinks American ways leave nothing to be desired. He says, for instance, there is too much in his country as well as here of what Napoleon called "seeking wisdom in debates and conferences." That, Napoleon said, led to prudent decisions being made, which were "the worst possible." Mr. Ziff agrees.

It is the unusual and the extravagant which win wars, not the stolid and the commonplace. They cannot be won by committees. They cannot be won by politicians directing the course of military affairs, not even by the greatest and most inspired.

To quote Napoleon is not by any means conclusive. He made plenty of mistakes, although he had the "absolute command and energetic decision" which he declared to be essential. But Mr. Ziff puts the case for unity of command with forcible good sense. We had to come to it in 1918. How much longer shall we be hampered by its lack?

It was only when President Lincoln gave dour old Ulysses S. Grant complete and undivided authority over the conduct of the Civil War that the North began to win battles.

If the United Nations would use the one advantage they possess over the chief enemy, Hitler, Mr. Ziff believes that "air power alone could certainly gain the decision." The conventional military view that an enemy must be defeated on land and his territory, or some of it, occupied, is "not supported by a study of the last war, which was lost by a nation whose armed forces had not been beaten and were standing on foreign territory on every front at the moment of capitulation." And Germany almost won, it is added, through the use of submarines with no occupying power whatever!

WHAT the R.A.F. have done in the way of hampering German industry is not overlooked. The destruction of the immense Heinkel plant at Rostock gets special mention. But what the book urges is the creation of an American bombing force which would make it possible to keep up continuous systematic attacks (such as have been made day and night since it was written) by as many as 5,000 aircraft at a time, weighing up to 300 tons each and with a speed of 400 m.p.h.

A sky battlefleet of the proportions proposed, coupled with a readiness to write off 2,500 of the craft a month, would for the first time constitute an aerial body capable of delivering an attack in force so as to be able to compel an absolute decision with no other important supplementary factors operating.

Then would be the time to drop leaflets. At the start they were of no use. It was foolish to imagine they would be. When the Germans are shell-shocked, when their cities are falling about them, then they will feel the effect of "cold, inexorable phrases" telling them that the materials for this terrible attack were mostly coming, not from Britain, where they could bomb factories in return, but from the United States, "whose productive energies were not being sapped by any counter-assault," and that the punishment would go on, becoming always more and more devastating, until they cried "Hold, enough!"

ALREADY there are types of plane which could do most of what is proposed, but new types will no doubt be perfected, since "the striking power of aircraft is just at the beginning of its development, and it is certain that before this war is over there will be startling new forms of design and radically altered tactics, infinitely more efficient and deadly than any now known." An eight-engine bomber with a speed greater than that of fighters is being projected. Such a machine would not only outstrip the interceptor combat planes sent against it: it would outgun them: "it would have the air to itself."

"Sheer wishful thinking?" Perhaps. But it is the combination of imaginative looking forward with an assembly of hard facts that makes Mr. Ziff's pages so attractive.

U.S. FLYING FORTRESSES, whose performances have been described as "exceeding even the fondest expectations of their American proponents," are here seen at one of their operational stations in Britain. These machines, whose exceptionally heavy armament protects them against fighters, have scored outstanding successes in the great daylight raids over Europe; and their achievements may be held to reinforce the arguments advanced by Mr. Ziff in the book reviewed in this page. This photograph shows Fortresses taxi-ing across the tarmac. *Photo, Planet News*

Americans Have Been With Us Since 1939

AMERICAN NURSES, attached to a U.S. hospital in Britain, chatting to a patient (left). The first American to be killed in this war—P O W. M. L. Fiske, who gave his life in the cause of liberty when serving with the R.A.F. during the Battle of Britain in August 1940—is commemorated by a plaque in St. Paul's Cathedral, London (right).

AMERICA'S FIRST TWO YEARS, by Mrs. Anthony Billingham (John Murray and The Pilot Press, 6s.), gives a vividly informative picture of the many and varied contributions made by U.S. citizens and organizations to the British war effort from 1939 to 1941. These voluntary activities have included service in the Flight Ferry Command, established in Sept. 1940, in which more than 25 per cent of the pilots are Americans over fighting age, and the famous Eagle Squadrons, founded by Col. Charles Sweeney, which flew at first with the R.A.F., but in Sept. 1942 were handed over to the U.S. Air Force.

More than £6,000,000 was contributed for relief during the first two years of war by the American Red Cross. In addition, gifts were sent ranging from 152 ambulances, over 13,000,000 surgical dressings, nearly 5,000 litres of blood plasma for emergency transfusion, to many thousands of parcels of clothing and shoes.

Another source of supplies is the "Bundles for Britain" organization founded by Mrs. Wales Latham, which has sent us 4,000,000 garments, 500,000 blankets, £30,000 for canteens, day-nurseries and air-raid distress, and over £70,000 to various hospitals. There are two U.S. hospitals established in this country, the American Hospital in Britain (Churchill Hospital), specializing in orthopaedic surgery, and the Harvard Hospital for communicable diseases. The U.S. British War Relief Society has sent money to the value of over £3,000,000, used in part to establish homes for bomb-shocked children, rest home for nurses and help for London firemen, and a variety of gifts, including 264 motorized ambulances.

Among the social centres which contribute to the comfort of servicemen or of blitzed civilians are the English Speaking Union, the American Women's Club and the Eagle Club.

Then mention may be made of the American unit of the Home Guard, founded in July 1940. "We started the American unit," said its commander, Brig -Gen. W. H. Hayes, a World War I veteran, "because our homes are here, and we wanted to show that we were ready, with the British, to share the responsibility of defending their soil."

These are just some of the many interesting facts assembled by Mrs. Billingham in a volume which, in word and photography, excellently portrays the incomparable assistance given to Britain during the two crucial years before America herself entered the war as a combatant.

FROM THE U.S.A. Red Cross supplies arrive in this country in vast quantities. Month by month fresh consignments travel across the Atlantic and reach British ports after running the tremendous risks of the war at sea. One such consignment is seen above on its arrival at the London Docks.

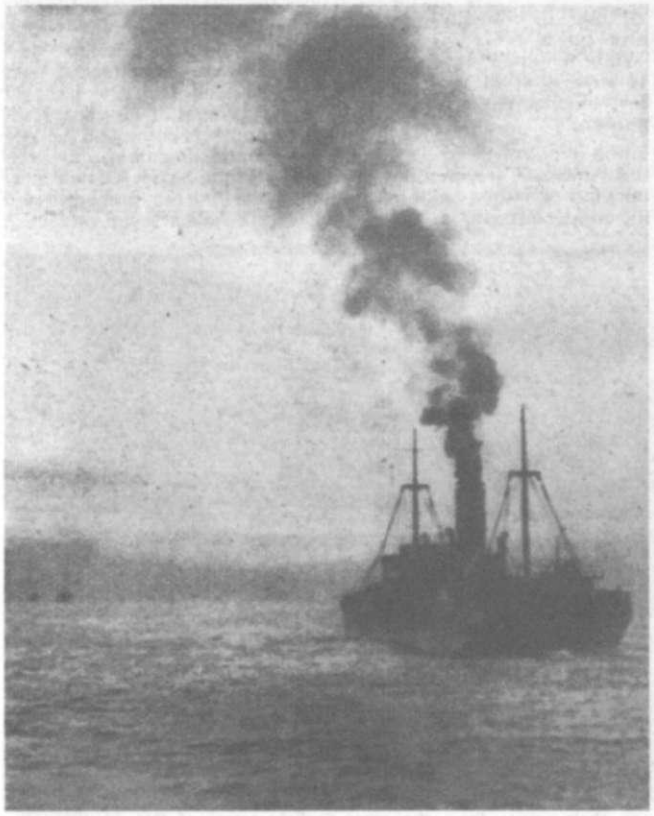
Right, group of airmen of the U.S. Eagle Squadron, seen at an R.A.F. fighter station. First formed in Oct. 1940 from American volunteers, the Eagle Squadrons developed into a formidable force. Their first C.O., Sqdn.-Ldr. W. E. G. Taylor, who has seen service in the U.S. Marines as well as the Royal Navy, is fourth from the left.

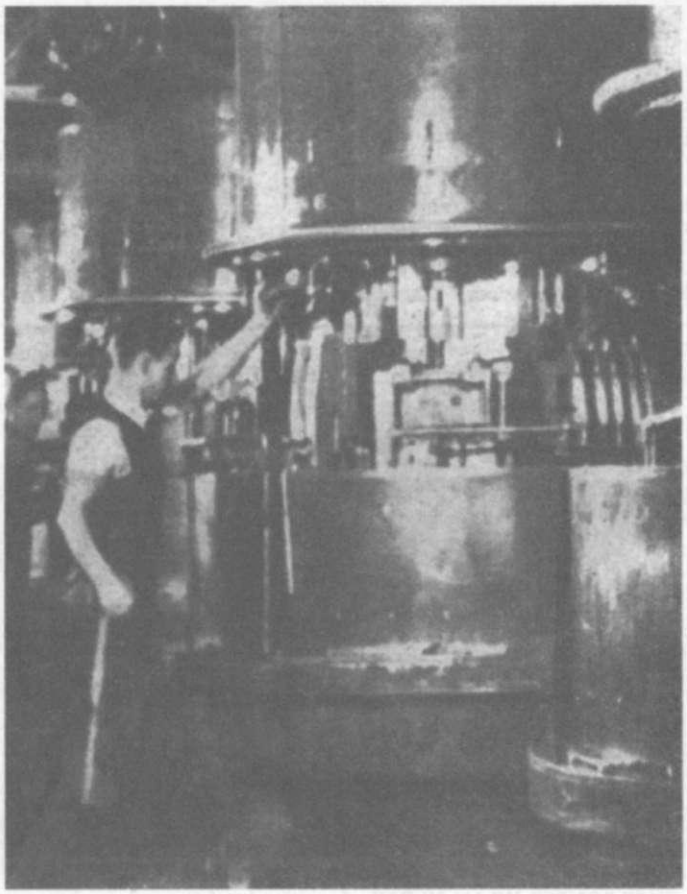
Photos, Fox, Associated Press, L.N.A., Keystone

How Lease-Lend Speeds the Goods to Britain

AT WASHINGTON, Edward Stettinius, Junr., U.S. Lease-Lend administrator, and his colleagues in the Lease-Lend conference room have decided to grant priority to Great Britain in the all-important supply of U.S. multiple gear-cutting machines essential for the production of tanks. Swiftly the momentous decision is carried into effect.

RUSHING THROUGH BROADWAY in the centre of New York go the vans carrying the precious machines to the dockside. Being Lease-Lend vehicles they are accorded the same privileges as ambulances and fire engines and are escorted by motor-cyclists. So the brilliantly lit streets of the American metropolis are left behind.





ACROSS THE ATLANTIC moves the convoy in which is the ship carrying the vital machines. There was a " spot of trouble " from U-boats, but in due time the cargo reached its destination in Britain. On the right the machines are seen hard at work, having been installed in one of the many great factories where British workers are turning out hundreds of tanks. The photographs in this page are stills taken from the film, We Sail at Midnight.

Photos, British Official: Crown Copyright

THE WAR IN THE AIR

by Capt. Norman Macmillan, M.C., A.F.C.

THE changing character of the air war is becoming more apparent in current operations. The greater part of German air operations is concerned with short-range, concentrated attacks. The major part of the United Nations air operations is devoted to attacks which cover a steadily increasing area.

The difference between the methods of Germany and of the United Nations arises from the different geographical outlook of the opposing peoples. Britain and America have always had to face great oceanic crossings, demanding range of operation. Germany has been wrapped up with European considerations, where distances are short, frontier barriers frequent, and long range in aircraft could not be employed effectively either before the war, or for the type of campaign which Germany envisaged after the war began.

The restriction on aircraft imposed by European conditions was vividly brought home to me when I flew from England to Finland. Although I was flying a slow-speed trainer I passed over three complete countries in a flight of three hours and forty minutes. Faced with such conditions the Luftwaffe, air instrument of the German Army, devised a policy of close cooperation with the ground forces, which in turn produced the demand for relatively short-range aircraft. For three years this policy proved successful in most campaigns, but the conditions of the war have now turned, and are less favourable to German policy and more favourable to United Nations policy.

AERO-ENGINE developments providing greater power for each engine unit have enabled our aircraft designers' four-engined bombers to transport greater bomb-loads over longer distances at only fractionally slower speeds than the shorter range German bombers; the larger Allied types of aircraft are more heavily armed than the smaller German craft.

The United Nations air forces are so equipped that "air battleships" play an important part in their operations, whereas the Germans have concentrated on the "cruiser" type of aircraft for their principal offensive air weapons. There is less divergence in principle between the belligerent forces in regard to the lighter types, the small bombers, fighter-bombers, and fighters.

The other great difference between the Royal Air Force and the Luftwaffe lies in their distinctive organization. The German force is composed of Air Fleets, each fleet detailed to cover a particular area. This method provides for close cooperation with surface forces, and it also enables full advantage to be taken of the inherent mobility of aircraft. The Royal Air Force, on the other hand, is organized on a functional basis, in a series of Commands, each concerned with a duty rather than an area.

NOW that the R.A.F. has expanded to a size comparable with that of the Luftwaffe it is possible to compare the two methods of organization on a fair basis. The advantage lies with the R.A.F. now, although it did not do so when the numerical advantage heavily favoured the German air force in a four-to-one ratio. For this reason. The flexibility of R.A.F. functional organization today enables Commands to combine for a given operation or series of operations with but slight disturbance of their normal activities. The Luftwaffe method of organization means that increased air pressure can be applied in one direction or area only at the expense of reduced pressure elsewhere.

The German method is at its best in attack. The R.A.F. method is equally good in defence or attack. Once again the meticulous, cast-iron military organization of the Teuton mind will be overthrown by the more flexible mind of the Anglo-Saxon.

American air support could not have dovetailed into the German plan for organization as smoothly as it dove-tailed into the R.A.F. plan. It is a straightforward proposition for the American air forces in the United Kingdom and abroad to operate functionally together with the British on a basis of mutual cooperation. Already the collaboration has been brilliantly successful, in the Australasian area, in the Atlantic, in Western Europe, in the Mediterranean.

The whole North Atlantic is patrolled by aircraft of the British and American forces. An R.A.F. Coastal Command squadron is based on the U.S. Atlantic coast. Recently a U.S. Navy Air Corps Catalina flying-boat operating from Iceland made its first U-boat kill from that base. The submarine was caught on the surface and so damaged by bombs before it could submerge that it later sank; 52 prisoners were picked up by a fishing boat and taken over by a destroyer called up by the Catalina's radio.

From bases in the United Kingdom, North Russia, and the west coast of Africa aircraft of Coastal Command search the waters for the under-water enemy.

The whole pattern of the anti-U-boat warfare is closely interlocked from America to Europe, from the Arctic Ocean to the Equator. The sea and air patrol is a contiguous and continuous effort, in which one must mention the notable work of an Australian squadron based in Britain.

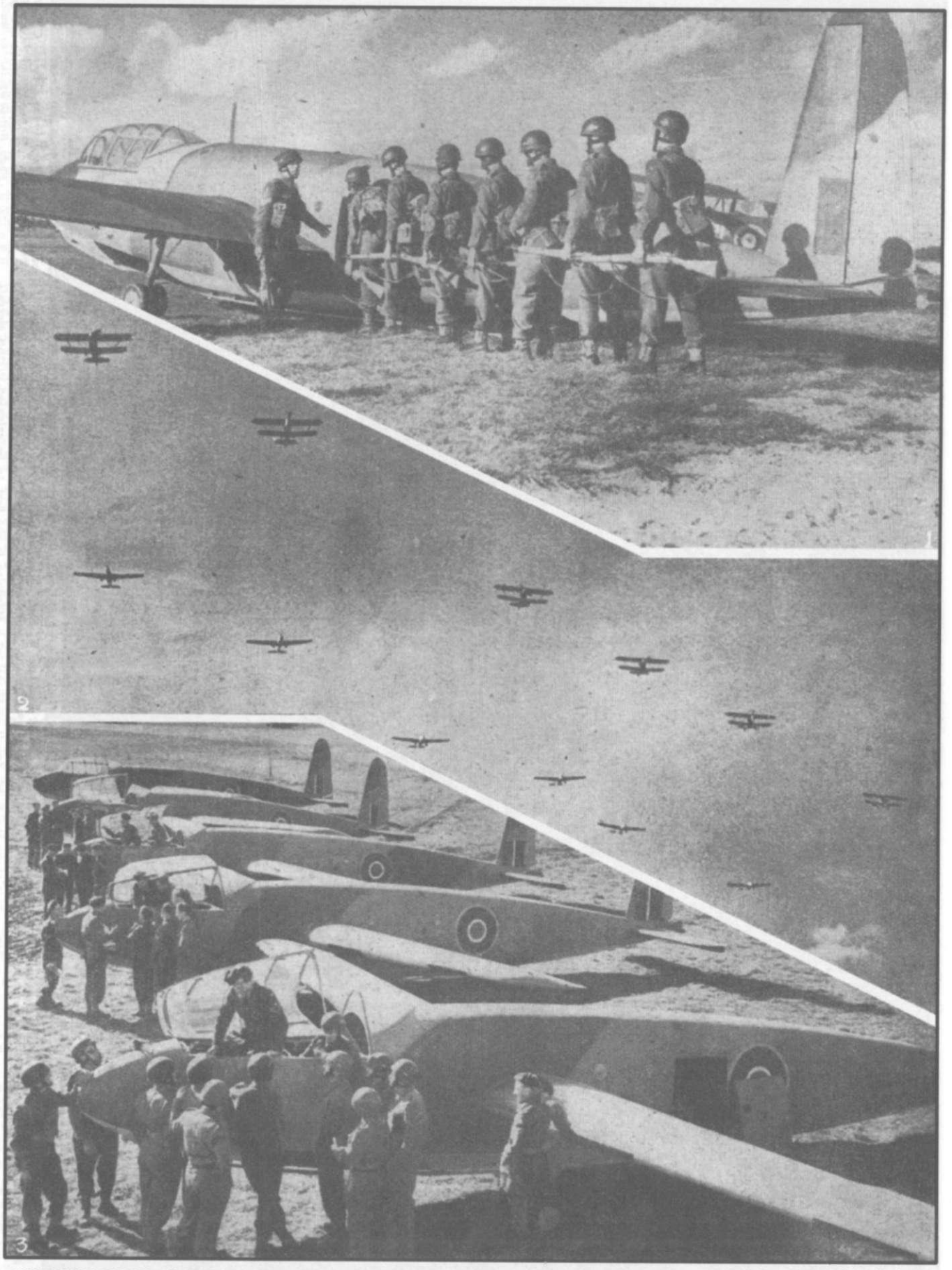
While the Germans have thrown their short-range aircraft against Stalingrad, to maintain a continuous round-the-clock offensive, staking 3,000 aircraft in the effort to subdue heroic Russian resistance by weight of metal and explosive dropped from the sky, fired from guns, and driven against the defence positions in the guise of tanks, the far more flexible R.A.F. and United States air forces have been engaged over wide areas, bringing perceptibly nearer, by action after action, the time when United Nations air supremacy will be universal.

Bomber Command struck at the Schneider-Creusot works and Henri-Paul transformer station in Central France with 94 Lancasters just after sunset on Oct. 17, concentrating the whole attack into seven minutes' assault. Flying without escort, low over France, the force suffered the loss of only one Lancaster, possibly blown up by its own bombs dropped from a few hundred feet. This 287-acre factory is the French equivalent of Krupps. Its whole output was destined for Germany.

NOTE that Schneider-Creusot works are conveniently situated to supply Rommel's forces in North Africa, and that Bomber Command's next big attack was against Genoa on the nights of Oct. 22 and 23. Genoa is the main outward port for the Axis Europe-Africa communication line; it contains Italy's "Krupps"—the Ansaldo works. Savona and Turin were also attacked on the night of Oct. 23; on Oct. 24 Lancasters bombed Milan in daylight, and Stirling, Halifax and Wellington bombers continued the attack after dark. Contrasting with these two British attacks were the heavy Axis air attacks on Malta, all indicating air preparations for the battle in North Africa begun on Oct. 23.

THEY BOMBED MILAN BY DAY. Lancaster bomber crews are here seen on their return from the great daylight attack of Oct. 24, 1942. It was Milan's sixth raid, and the first time that our home-based bombers had crossed the Alps in daylight to attack Italy—a round trip of 1,700 miles. Flying very low across France the raiders were enthusiastically greeted as they flashed over. Most of our aircraft dived down below the level of Milan's balloon barrage to release their bombs, and the attack was concentrated into a matter of minutes. Before the last of the crews had reached home, a night attack upon Milan was developing. *Photo, G.P.U.*

Learning to Glide to Battle from the Sky



AIRBORNE TROOPS of the British Army train at Army Cooperation Stations where R.A.F. instructors teach N.C.O.s of the Glider Regiment of the Army Air Corps to pilot troop-carrying gliders. 1, Airborne troops entering a glider for a training flight. 2, Photographed from an accompanying aircraft, Hotspur gliders being towed by planes. 3, Men of the Glider Pilots Regiment receiving tuition from the R.A.F. instructors. Map-reading and some navigation are included in the curriculum.

Photos, Planet News, Daily Mirror

THE MOSQUITO, officially described as a reconnaissance bomber, is a product of the de Havilland Aircraft Co., those chiefly responsible for its design being Capt. Geoffrey de Havilland and Messrs. C. C. Walker, R. E. Bishop, and R. M. Clarkson. Believed to be the world's fastest bomber, it is a twin-engined monoplane and—a sensationally novel feature this—is made of wood. It carries a crew of two, and its armament may be four 20-mm. cannon and four 303 machine-guns. It has a span of 54 ft. 2 in., height 15 ft. 3 in., and overall length 40 ft. 9½ in. Mosquitos were first reported in operations on Sept. 25, 1942, when four of these planes bombed the Gestapo H.Q. at Oslo (*see* page 264). This photo (by J. H. Yoxall of Flight) of a Mosquito is the first to be released of this aircraft. *Photo, British Official: Crown Copyright*

'In This Spirit We Will March to Victory'

OPENING with an acknowledgement of "the honour you have done me and your affectionate welcome," Gen. Smuts in his speech at Westminster on Oct. 21 referred to the presence of Mr. Lloyd George and Mr. Churchill, "the two great actors in the continuing drama of our age." But, he went on, there is a third, and greater, actor—the British people.

The people of this island are the real heroes of this epic world-wide drama, and I pay my small tribute to their unbending, unbreakable spirit . . . I remember this smiling land, recovered and rebuilt after the last war, where a happy people dwelt securely, busy with the tasks and thoughts of peace. And now I have come back to a country over which the fury of war has swept, whose people have had to face in their grimmest mood the most terrible onslaught in its history.

Many of the ancient monuments are damaged or gone for ever. The blitz has passed over cities, ports, churches, temples, humble homes and palaces, House of Parliament and Law Courts. Irreplaceable treasures of a thousand years of almost uninterrupted progress and culture and peaceful civilization have disappeared for ever. War—the horror people still call war, but in its modern scientific form something very different from what passed under that name before—war has come to this favoured land and attempted its worst. Much has gone which is lost for ever.

But one thing is not lost—one thing, the most precious of all, remains and has rather increased. For what will it profit a nation if it wins the world and loses its soul? The soul remains.

AFTER paying tribute to China, the little nations of Western Europe, Serbia, and "the new glory of Greece which has so effectively dimmed the tinsel grandeur of Mussolini's Rome," Gen. Smuts turned to Russia.

The resistance and magnitude of Russia's resistance have surprised not only Hitler but probably everybody else. Probably no such losses on both sides have ever been suffered in the history of war. If the Russian losses must be terrible, it is equally true that the German Army is bleeding to death in Russia . . . The course for the Allies to follow is clear. Whatever help in whatever form we can give to Russia to sustain her in her colossal effort should be given in fullest measure and with the utmost speed. She is bearing more than her share of the common burden . . .

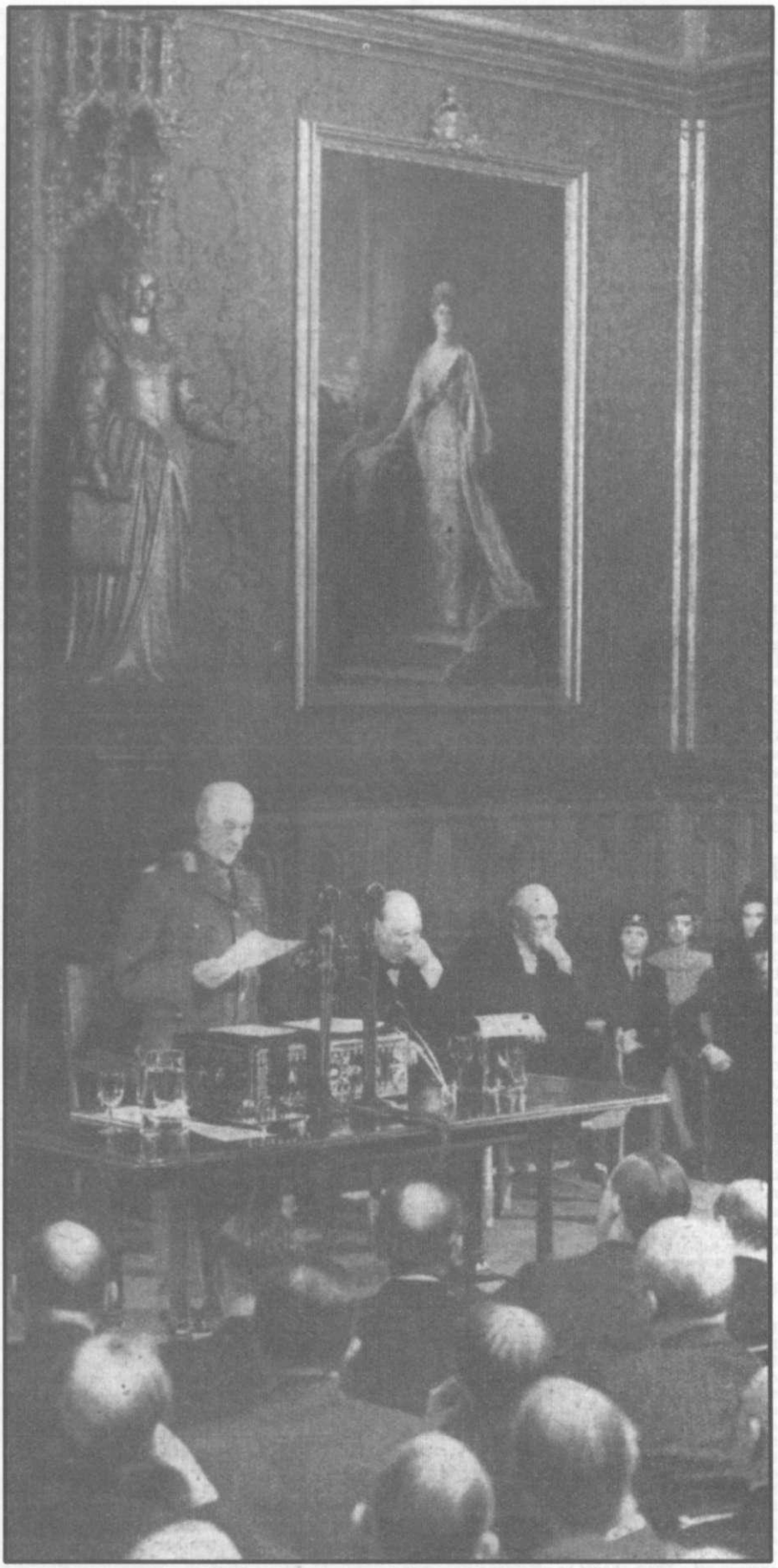
We have now reached the fourth year of this war, and the defence phase has now ended. The stage is set for the last, the offensive phase. Once the time has come to take the offensive and to strike while the iron is hot it would be folly to delay, to over-prepare, and perhaps miss our opportunity.

GENERAL SMUTS then turned to emphasize the deeper significance of the struggle on which we are engaged. "It is no ordinary political issues that are at stake . . . This at bottom is a war of the spirit, of man's soul."

Hitler has trampled under foot the great faith which has nourished the West and proved the greatest dynamic of all human history and made Western civilization the proudest achievement of man. He has trampled on the Cross and substituted for it the crooked cross, fit symbol for the new devil worship which he has tried to impose on this country and the world. Nietzsche's superman is substituted for the Man of Nazareth as the new leader of the human race and the human advance . . . The real issue has now been made clear. There is a challenge to all we have learnt to value, and to prize even above life itself. Behind all the issues of this war lies the deeper question now posed to the world: which do you choose—the free spirit of man and the moral idealism which has shaped the values and ideas of our civilization, or this horrid substitute, this foul obsession now resuscitated from the underworld of the past?

This in the last analysis is what this war is about. At bottom, therefore, this war is a new crusade, a new fight to the death for man's rights and liberties, and for the personal ideals of man's ethical and spiritual life. To that Nazi fanaticism we oppose this crusading spirit which will not sheathe the sword till Nazidom and all its works have been purged from this fair world.

And in that spirit the United Nations will march forward to victory and to the world which will follow this victory



SOUTH AFRICA'S PRIME MINISTER and C-in-C. is here seen making his historic address to members of the House of Commons and House of Lords on Oct. 21, 1942. Mr. Lloyd George presided at the meeting, and on Gen. Smuts' left are seated Mr. Winston Churchill and Viscount Simon, Lord Chancellor. *Photo, Keystone*

THE HOME FRONT

by E. Royston Pike

THAT new London, that new England, that new world! The plans are being poured out now for the things to come after the War. Some are so fanciful as to border on the fantastic, others seem to have little or nothing to do with the everyday needs of the ordinary man, while yet others seem to be inspired by nothing more than the determination to undo and replace everything that the centuries, the scores of active generations, have done. Why, for instance, should the Planning Committee of the Royal Academy, a number of whose designs for the new London are on exhibition now at Burlington House, think that St. Paul's would be improved by having *two* deaneries, *two* chapter-houses, and that Hyde Park Corner would look finer if there was an Apsley House on both sides of Park Lane? Are there to be, then (one is tempted to ask), two Deans of St. Paul's, two Dukes of Wellington? Why, moreover, should Sir Edwin Lutyens and his team of planners favour so decidedly a style of architecture that historically is associated with the blue skies of the Mediterranean, and fill in the gaps of their Italianate creations with monster boxes of steel and concrete such as are among the most vital expressions of American genius? If these plans go through, London, we are assured, will be the world's most beautiful and majestic capital. That is as taste may have it; far more probable is it that the new London would have lost that air of intimacy, that tradition-soaked atmosphere, that easy adaptation of the old to the ever-changing needs of the present, which today give it so much distinction and charm.

BUT it is all to the good that architects and engineers, artists and writers, local councillors and the men in the street should be giving their time and attention to the rebuilding on firmer and fairer lines of the structure blasted by the storms of war. Not that planning is sufficient in itself; it is a delightful exercise, but as Lord Reith said the other day in the House of Lords, when urging the setting up of a Ministry of National Planning and the immediate adoption of the most urgent recommendations of the Scott and Uthwatt Committees, "I am tired of lip-service to dreams of New Jerusalems in what little is left of a once green and pleasant land. New Jerusalems never have and never will come down from heaven, and in no item of very high significance, social, economic or physical, will anything come unless we start building now . . ."

What are the two Committees referred to by Lord Reith? What do they recommend?

The first to report was that presided over by Lord Justice Scott (Report of the Committee on Land Utilization in Rural Areas: Cmd. 6378, H.M.S.O., 2s.). Visualizing the establishment of a central planning authority, the Committee declare that "the land of Britain should be both useful and beautiful." By equalizing economic, social, and educational opportunities in town and country, those who prefer country life will no longer find themselves and their children at a permanent disadvantage; while the growth of industry should be fostered in those areas "where the greatest balance of advantage will result both to the prosperity of industry and to the nation as a whole." As a rule factories should not be established in the villages, although rural trades and crafts should be encouraged. There should be no more building on good agricultural land. Rural housing is a matter of the very first importance; every village should have its playing fields, its social centre, its services.

Also concerned with the proper use of Britain's land was the Committee on Compensation and Betterment, which derives its name from its Chairman, Mr. Justice Uthwatt.

In their Report (Cmd. 6386, H.M.S.O., 2s. 6d.) they do not propose any scheme of nationalization since, in their opinion, this is not a policy to be embarked upon lightly and would arouse political controversy, the financial operations involved might be out of the question in the immediate post-war period, and it would need complicated administrative machinery. But they recommend that the State should acquire all rights of development in land outside built-up areas on payment of fair compensation. No further development would then be permitted without the consent of the State. Thus the development value for all time would be acquired, and compensation would no longer be the hindrance to proper planning that it has been so often and so generally in the past.

BRITISH WOMEN WORKERS are urged in this striking poster, issued as part of a safety-at-work campaign, to follow the example of Russian women and wear caps while at work in the factories. *Courtesy of the Ministry of Labour and National Service*

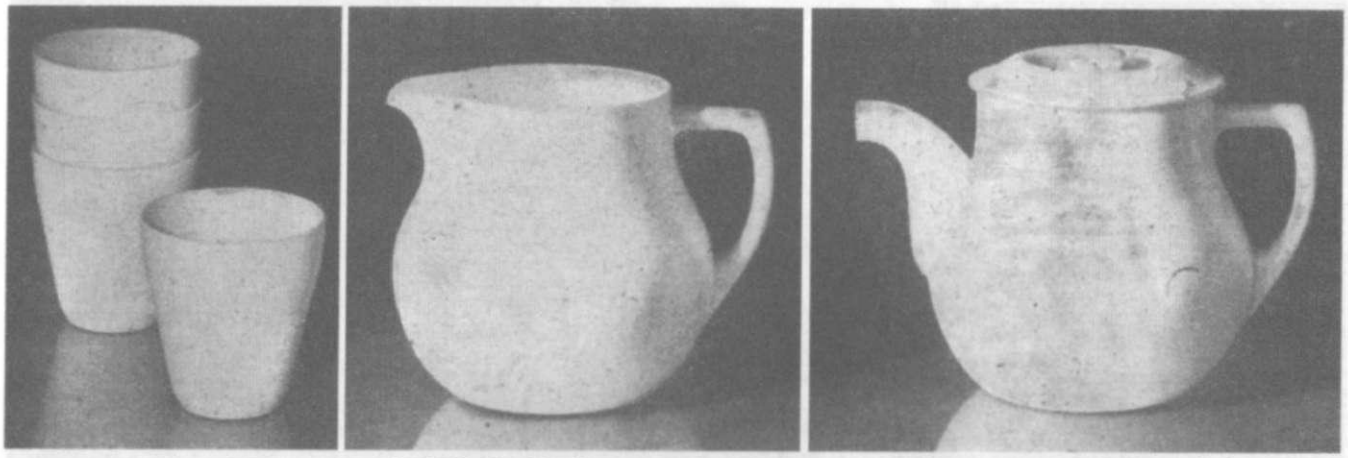
SO much for the future. But what of the immediate present? We see a Britain well in the stride of war. Never in our history have there been so many people as now engaged in productive employment: as long ago as last June out of a population of thirty-three millions between 14 and 65, twenty-two millions were full-time workers in industry, the armed Forces or Civil Defence. Yet, withal, there is still work for more hands if the hands can be found, somehow, somewhere. Boys of 18 are to join the Army; married women are being steadily drafted into the war factories, and there is talk of taking them for the Services. Labour, announced Mr. Lyttelton, Minister of Production, on Oct. 14, is to be made much more mobile: labour is to be transferred from less heavily burdened areas to those which can no longer supply from their own local resources the workpeople needed for essential production. Doubtless this may involve inconvenience, hardship and strain, but workpeople (went on Mr. Lyttelton) should remember that all these inconveniences are not to be compared with those which have to be put up with by the soldier. To be transferred from, say, Nottingham to Northern Ireland is not the hardship that a soldier endures when he finds himself transferred to Basra or Cairo.

THEN there is the question of absenteeism. In the past, much of the talk of "those lazy miners" and the like has come from persons who have never handled a pick or shovel in their lives, and to a considerable extent the criticism of industrial absentees is just as ill-conceived. On a rough estimate it is believed that of the six million employees covered by the Essential Work Order about 600,000 may be absent on any one day for various causes, but of these probably two-thirds are away owing to sickness or accident. Transport difficulties are responsible for another considerable section of involuntary absenteeism, although there are innumerable cases of women with children travelling up to three hours a day to their work and another three hours to get home again. Probably, we are told, only two per cent of the absenteeism may be classed as voluntary. And this is now receiving attention.

Talking of accidents, fatal accidents in British factories in 1941 numbered 1,646, an increase of 20 per cent over 1940, and non-fatal accidents numbered 269,652, an increase of 17 per cent. Among adult women workers the approximate accident rate was 18 per thousand women, nearly double the preceding year's figure. The most distressing of these accidents were stated to be those caused by the hair of the women and girls becoming entangled in moving machinery: in 1941 there were 179 accidents due to this cause. Unfortunately, says the Chief Inspector of Factories in his recently issued Report, the modern style of hairdressing does not blend itself to the hair being carefully covered as with a cap, and the fluffy curl still protrudes. Even after a minor scalping accident the same girl was again found without her cap: she said she preferred to have an accident rather than to look a fright. But women are not naturally more prone to accidents than men—rather the reverse. The rise in the figure of women's accidents is attributable to the increased number of women employed, and to their increased share in dangerous processes.

UTILITY furniture is in the news again. From November 1 it is the only kind of furniture that may be manufactured, and the only designs are those which have been registered with the Patent Office by the Board of Trade. Unlike clothing, utility furniture may be bought without coupons, but permits must be obtained, and preference will be given—and altogether rightly—to persons who have been "bombed out" and to newly married couples. Prices of the new furniture have not yet been fixed, nor has it been decided whether purchase tax will be imposed. In its construction only home-grown timber is available, and no plywood could be used, metal springs are scarce, and paints and varnishes are strictly limited. Most of the material used is hard board—a compressed paper and wood pulp mixture, veneered on both sides. The new furniture is not expected to be as durable as that of pre-war production, but it combines strength with a design that is neat and pleasing, and thoroughly in line with the "functionalism" of modern planning.

'Utility' Finds Fresh Fields to Conquer



UTILITY CROCKERY made by Wedgwoods, and so designed as to eliminate unnecessary labour, is devoid of ornamental detail. Each piece can be adapted to serve more than one purpose. Unhandled beakers (left) fit neatly one inside the other. Teapot and jug (above) are so designed as to minimize the risk of breakage.

Photos, Courtesy of Josiah Wedgwood and Sons, Ltd.

WOMEN'S SUITS, designed by the London Society of Fashion Designers, displayed by four mannequins at a Board of Trade show (above): the third from the left is an original West End model, the fourth its mass-produced Utility counterpart. On the left is a Utility stewpan-kettle.

MEN'S SUITS, cut on smart but economical lines, have been shorn of some customary sartorial features. Made in various shades, these suits range in price from 50s. to 5 gns. As will be seen above, the jacket is single-breasted and has no outside breast pocket nor buttons at the wrists. The waistcoat has two pockets, but no buckles. The trousers have no turn-ups or front pleats. "Austerity furniture" is designed on clean, simple lines. Left, a dining-room suite, recently on exhibition at the Building Centre in London.

Photos, Sport & General, Keystone, Topical Press, New York Times Photos

On the Home Front with Our Roving Camera

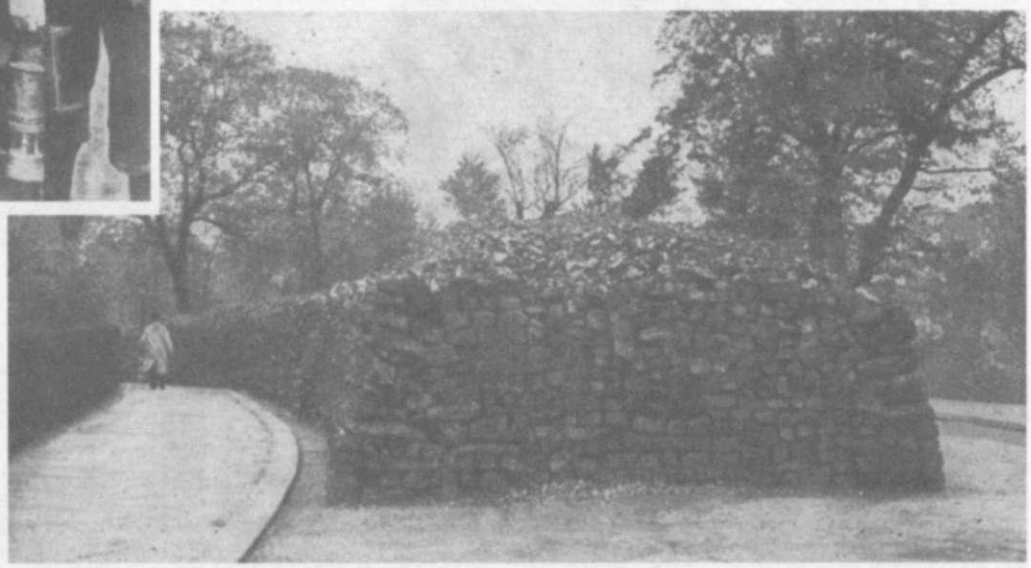
TRAFALGAR DAY—Oct. 21—was celebrated as usual this year by the Navy League in Trafalgar Square. Adm. Sir. L. Halsey, the King's Naval Equerry, is here seen before the microphone. Behind him stands the First Sea Lord, Adm. Sir D. Pound. British and Allied representatives laid wreaths at the base of Nelson's column.

Maj. G. LLOYD GEORGE, the Minister of Fuel, talks to miners at the Whitburn Colliery during his recent visit to the Durham coalfields. After conferences in Glasgow he declared on October 14 that the coal output was rising and that the decline in coal production, which was noticeable at the beginning of the year, had definitely stopped. Meanwhile, London's winter coal reserves are being accumulated ; on the right is seen a large dump piled up under the trees in Regent's Park.

Photos, Fox, G.P.U., Daily Mirror, Evening News

Mr. Hy. MORGENTHAU, Jnr., Secretary to the U.S. Treasury, who in October came to Britain on an official visit. A publisher by profession, he has occupied the key post in the American financial system since 1934.

3rd Officer Pamela GRACE, a 22-year-old Wren, to whom the award of the M.B.E. (Military) was announced on Oct. 20, 1942. She saved the lives of 30 W.R.N.S. ratings during an air raid on her station.



I WAS THERE! Eye Witness Stories of the War

I Slaved for the Nazis in the Channel Islands

Just escaped from German tyranny in the Channel Islands, a Frenchwoman, Mlle. Raymonde, has a revealing story to tell of the hardships endured by herself and by English civilians under Nazi rule—or rather misrule. It is reprinted here from The Daily Mail.

A SHORT time ago I was peeling potatoes for German workers building the defences in the Channel Islands. Now that I have escaped, I can tell my story of life in the only English possession under German rule.

Let me first say how I came to be there. I lived in Eastern France, and had been put by the Germans into one of their clothing factories to make Army uniforms. It was very tiring work. One day in February I saw an advertisement calling for cooks to work for the German authorities in Brittany (in Brittany, you will note, and not the Channel Islands). The payment offered was about 6½d. an hour.

I answered this advertisement, and in due course went to the local commissariat in the town where I lived and signed a contract to work as a cook. I left by rail, and when I reached Brittany found 16 other women there who had answered the same advertisement. The German authorities met us, and conducted us to a house specially set aside for us. We were given straw palliasses, and a meal of soup and bread, and told to wait further instructions. About ten o'clock, as we were going to bed, German officials of the Todt organization broke into the house and told us to get dressed again as we were going away immediately.

We were then crowded into a German Army lorry and driven through the night for several hours. We finished the journey at a military barracks, where we were kept under guard for the rest of the night. Then, next morning, to our amazement, we were sent to Jersey by boat.

The people I had to cook for were the German labour corps who were building the island defences. They lived in special huts which were built for them, and that is where I cooked. There were about 800 workers, as far as I could tell, with 100 German overseers. In the cookhouse the head chef was a German, helped by two Dutch women, three Spanish women, four English, and twelve French girls.

When I had finished work, which was usually at seven in the evening, I used to go to see two English friends—one of them was a fisherman and the other grew tomatoes.

Jersey Under the Nazis

ANY English people who knew Jersey as a holiday centre would hardly recognize the place today. The holiday hotels are, of course, occupied by the Germans and about every other shop has shut down. Though the English are nominally free, and the young men have not been conscripted, the tempo of life has become very slow and melancholy.

There are still a few English policemen in the streets, and cases which concern the Channel Islanders rather than the Germans are dealt with under peacetime law.

There are very few cars—most of them German—and if you want to travel on the railway you have to show that you are on urgent business. Of course, there is a blackout, and curfew from 10 p.m. to 6. a.m.

There is very little meat, and bread is not too plentiful. The German workers get a bread roll, measuring about a hand's span, to last them three days, and about an eighth of an ounce of butter a day.

My English friends live on potatoes, some fish, and tomatoes, and a few grapes. The English still have more or less the same newspapers to read as they did in peacetime, but they are censored. You can listen only to the German radio because the death penalty threatens anybody who has a private set, so people have to go up to the German post to get any news.

As it happened, none of the Germans in my kitchen could speak French, so I used to tune in to what I said was Radio Paris. It was really the B.B.C. news in French.

THE English get a little tobacco—40 cigarettes and about one-sixth of an ounce of pipe tobacco to last them a fortnight. Milk is short, and fuel is even more so. There is a £5 fine if you pick up a piece of wood in the street.

I am told that the cost of living in the Channel Islands used to be very low. I do not know whether that is still true, for I did not have very much money to spend; but I do know this—that the English in the Channel Islands do not escape income tax these days. They pay tax to the Germans. Moreover, a lot of their villas have been requisitioned. I myself slept in one—on straw spread on the floor.

I was sleeping there on the night of the Dieppe raid. We heard in the evening a rumour that the British had landed at Dunkirk, Dieppe, and Boulogne. I was very excited about this because I was in Dunkirk at the time of the evacuation.

When the Germans first heard about the Dieppe raid they lost their heads, and started issuing contradictory orders. They put the curfew forward by two hours. I talked over with my girl-friend what we should do, and when I came into the streets I wore a little French flag on the lapel of my coat, but put it on upside down to make it look more like the British flag—red, white, and blue instead of blue, white, and red.

A German officer stopped me. "Why are you wearing that?"

"I am French," I said, "and it is the French flag."

"It looks more British than French."

"Anyway, it's better than the swastika!"

At that he tore it off my coat and stamped on it. I made as though to do the same with his badge, and then he struck me, but this wasn't the end of the incident. I complained to the Commandant, and he admitted, "Even if the British invaded the whole of Europe there would still be no excuse for a German hitting a woman."

Meanwhile, the Germans—armed with machine-guns and rifles—were patrolling all the streets and quays. They kept this up until the next day, and gave out that in the event of the English invading they would leave the islands and take the entire population back to Germany with them. I determined there and then to escape. I persuaded a fisherman to get me a seat in his boat.

In the cookhouse we were all working harder than ever. Up at six in the morning, working twelve hours a day with only a quarter of an hour break for lunch, and constantly under the surveillance of armed guards. For lunch we had soup made from

THE STAR, GUERNSEY, SATURDAY, SEPTEMBER 26, 1942

LA GAZETTE OFFICIELLE

BEKANNTMACHUNG

ALLE PERSONEN, DIE FUER MITTWOCH, DEN 23. SEPTEMBER 1942, ZUR EVAKUIERUNG BEORDERT WAREN, HABEN SICH NUMMEHR AM SONNTAG, DEN 27. SEPTEMBER 1942, ZU DEN IN DER ORDER ANGEGEBENEN ZEITEN AN IHREN SAMMELPLSETZEN ZUM ABTRANSPORT EINZUFINDEN.

NOTICE

ALL PERSONS WHO WERE NOTIFIED FOR WEDNESDAY, 23rd SEPTEMBER 1942, FOR EVACUATION, HAVE NOW TO REPORT ON SUNDAY, 27th SEPTEMBER, 1942, AT THE TIMES MENTIONED IN THE ORDER AT THEIR ASSEMBLING PLACES FOR EMBARKATION.

DER FELDKOMMANDANT
gez. KNACKFUSS
Oberst.

GUERNSEY, SEPTEMBER 26, 1942.

GERMAN PROCLAMATION brought back by Commandos after a small-scale raid on Sark on Oct. 3, 1942; it affords irrefutable proof of the Nazis' compulsory deportation to Germany of many Channel Islanders. This raid, carried out by 10 officers and men, confirmed suspected ill-treatment of British residents. As told in this page, conditions in the Channel Islands have steadily deteriorated since the Nazi occupation. *Photo, British Official*

water and a few vegetables. For supper more soup, which was supposed to have meat in it, but I never saw a piece of meat at all in the kitchen where I worked.

One evening I had a message that my fisherman friend would be sailing for England next morning. I got up before dawn, went down to the coast and sat and waited on a rock until he came. He had a nine-foot boat with a small auxiliary motor. We were fifty hours at sea. The weather was very rough, but I had no time to begin to feel sick, for I was too busy baling water out of the boat. We were eventually spotted by an Air Force launch some miles from the English coast. They came along and picked us up. They gave us some hot meat and dry clothes, and soon we had arrived safely at one of the English ports.

Now I am in the Fighting French Forces, and soon will go to one of your A.T.S. camps to learn to be a driver.

'It Made Me Feel as if I Were in the Abyss of Hell'

Here is the story of how the crew of a torpedoed British tanker were rescued by a Polish freighter during a U-boat attack on an Atlantic convoy. Told by a Polish junior officer on board the freighter, it constitutes a grimly realistic chapter in the long epic of the Atlantic battle.

We were sailing from America to Britain with a cargo of food and arms. A mid-September night found us somewhere in the North Atlantic, sailing 60 strong in formation. There was another Polish ship in the convoy and a number of Allied ships, but the greater number of the vessels were British.

After my watch I went to my bunk and though I tried not to go to sleep it was not long before I dozed off. As it was an emergency period I slept in my clothes. Only the jacket of my uniform and my life-waistcoat were lying alongside the bunk, so placed that I could jump into them both at once in an emergency.

Suddenly a detonation rent the air. The wall of my cabin trembled. Then a second detonation. A new shaking and more whistling of sirens dragged me to my feet. I shot out of the cabin and fell into the arms of the wireless operator, who was running to wake me up. The first mate and two men, blowing sharp blasts on their whistles, were rushing along the men's quarters. The explosions, the roar of the engine and of the waves, the prospect of being blown up at any moment and sinking to the bottom of the ocean the next—all this made me feel as if I were in the abyss of hell.

It lasted only a minute. The whole crew were standing at their action stations. The Commodore's order, repeated by our master, was short: "Powerful U-boat attack from several points simultaneously!" In the glare of the fire of our gun salvos we glimpsed the silhouettes of the ships in the convoy. Once more the main attack was from the left, but this time also from the centre. A moment before we had been right in the line of attack, but fortunately they missed us.

Suddenly a column of greenish-yellow flame shot up on the left of the convoy, followed by a hollow explosion. We turned our field-glasses in that direction. By the light of the flames we saw a column of smoke shooting up to a height of some 1,000 feet. "It's the tanker Bulysses—she's torpedoed. The cargo of motor spirit is on fire!" was the report of our master. The fire shot up like a geyser. It began at the bowsprit and the forecastle. The after-deck and stern were still all right, and we could see people swarming aft. They were already beginning to lower the lifeboats and to throw out the rafts, and they were signalling accordingly. We were about a thousand yards from them. At this moment the Commodore signalled a course sharp right for the convoy, with a separate signal for us. We were to stay behind.

The engines slowed down. The last of the convoy steamed past. Now to the port side, towards the burning tanker. More explosions. Columns of fire pour into the water, mingle with the waves, or advance in flaming combs. I never lived through such a terrible experience, though I had my baptism of fire at Dunkirk. The wind was blowing gently, luckily for us, towards the burning vessel and not from it.

Now we could see, on a background of flame, the men leaping into the water. Now the fire began to die down every few minutes, and then to burst out again with a blinding effect. We got quite close to the doomed tanker. We had to go carefully, as in the

Capt. B. LAMB of the ill-fated tanker Bulysses. As recounted in this page, he was rescued by a Polish freighter in the Atlantic.

blinding glare we kept losing sight of the men. We strained our eyes into the swirling waters. The flames from the tanker gleamed on the crest of the waves, but the hull still cast a large shadow. In that blackness we perceived the red flashes of electric torches. Every sailor has a watertight torch, to facilitate finding him in the water at night.

Our orders were to rescue the crew of the tanker. We lowered the storm-traps overboard. At that moment their lifeboat came alongside. It was a gleaming mass of little red lights, and was obviously overloaded. The master gave orders for the reception of the survivors on board our freighter. One by one they came up the storm-traps. I counted 47 of them, most of them British, but a few Chinese among them. Some of them were wounded, some of them burnt.

We were supposed to take the whole crew on board, but it was easier said than done. Our ship had accommodation and supplies for a crew of 35, and here we had already 47 extra men on our decks. We had to share out our bedding, bunks, food and first-aid supplies. Our first mate was a "hospital" in his own person. We sent off the cook and two men to prepare meals, also tea and rum. We took the tanker's empty lifeboat in tow. The survivors informed us that their crew comprised 61 officers and men. So there were 14 still missing on board the tanker or in the water, including the captain.

While we were pulling the survivors up the storm-traps, in constant fear of a fresh attack, the engines of a plane suddenly roared overhead. It circled round, alarming us considerably, but the wireless officer reassured us: it was a British plane assisting us in looking for survivors. It dropped several flares, and in their light we saw the tanker's second lifeboat and their raft with some people on board. They were drifting with the wind towards the hull of the tanker, although they were making a terrific effort to get away from her. Then some of their crew climbed up on the deck in the hopes of dropping a rope to the raft and dragging it against the wind and out of the smashing blows of the waves. Our master then gave orders to lower our motor-boat. With the greatest difficulty we managed to take off the men both from the lifeboat and the raft.

There were ten of them altogether, including the captain of the tanker, seriously wounded, and a Chinese sailor who was badly burned. It turned out that four members of the crew had perished: the first mate and three Chinese seamen. A torpedo below the watermark had struck the first mate's cabin, and he must have been killed in his sleep, for the captain, who was immediately above him, had barely escaped with his life.

The next day we had to make up lost time and get back to the convoy, when we were able to procure medical assistance for the tanker's survivors. After that fateful night we had ten more days of difficult but uneventful passage before we arrived in Britain.

One of Our Tanks Gave Jerry the Shock of His Life

Typical of the smaller engagements which continually take place in the Western Desert is the following description of a raid on a small desert-fortress as given by L.-Corp. C. J. Wilson.

When the time came for the attack, we went in with fixed bayonets, between our tanks and Bren carriers. We had crept up during the night and had waited impatiently for first light. Isolated machine-gun nests tried to stop us, but we soon had them bolting from their hide-outs with their fingers crossed.

The "Ities" were a scruffy-looking lot and there were fair numbers of Germans, too. But it seemed to me that the "smart guys" had already made their getaway, leaving the slow-witted type to shift for themselves. Without their armour these Nazis seemed very much down in the dumps. Only a party with a machine-gun in a high tower in the centre of the fort kept up any resistance, until a direct hit by a shell stopped their larks.

My section passed through the litter of burned-out enemy tanks and lorries, enlivened by occasional incidents, when some of the enemy went to ground in odd corners, but we winkled them out and passed them back to other sections detailed to take care of them. About half-a-mile north of the position, we halted in readiness for the counter-attack, but the ground was very rocky and all we could do was to pile up little heaps of stone for cover.

About eight o'clock in the evening the enemy came straight across our front firing high-explosive shells, tracer and incendiary bullets, while his artillery laid down a creeping barrage. Our tanks were in a defensive circle behind us, all round the fort and our field-guns and anti-tank two-pounders banged back shell for shell with interest. Stuff was flying in all directions, but most of the enemy's hits were scored on his own abandoned lorries and dump. For two hours they hammered away and got nowhere, and during the night

they suddenly withdrew. When things were quiet six of our men went out with an officer on reconnaissance. They reported considerable moving of guns and transport, so we knew we were for it.

All through the night we watched the enemy's flares put up to keep us under observation, and to guide his planes bombing our transport. During the small hours a weary Italian wandered into our lines, glad to be made a prisoner. At dawn the enemy made another counter-attack, but our tanks gave them such a reception they soon got out of it.

SUDDENLY we spotted four German tanks only 400 yards away coming straight for us. Our chaps were heavily armed with Bren guns, hand grenades, anti-tank grenades, daggers and rifles, so we were confident of giving them a hot welcome. The Jerry tanks stopped, opening fire on a British "I" tank which was standing about forty yards behind us. Their first shell struck the turret and the next three were direct hits, broadside on. Not a sound came from our tank. Everybody inside seemed to be dead. So we settled down to wait for the main effort by the Jerry infantry.

To our astonishment our tank opened up with all he had. The Jerries were evidently as surprised as we were, for they started to withdraw, but our chap stopped two of the enemy retreating machines dead in their tracks, and at 900 yards scored another direct hit on a third, setting it alight. We could hear our tank commander quite plainly, giving the range and fire orders to his gunner. Then we saw the German crews scrambling out of their helpless tanks, and we opened fire on them. Meanwhile, the remaining Jerry tank hopped out of it. Our "I" tank had given them the shock of their lives. It had suffered no serious damage, and all the crew were unharmed. Later one of our officers went over to inspect the wrecked German tanks and found two of the crew dead.

That seemed to discourage Jerry, and the rest of the day passed with nothing but artillery fire from both sides. At night there was the usual display of flares, and some enemy planes came over and bombed not only us but also their own lines, which was all right by us. Next morning, there was no sign of Jerry & Co. on our front. At intervals long-range shells came lobbing over, and during the morning eighteen German dive-bombers with fighter escort came down out of the sun, giving us a birthday, but they did little damage, and one of the planes, a Messerschmitt, was cut in two by our A.A. fire. As the pilot baled out we noticed two carrier pigeons fly out and make straight back for the enemy's lines. So we had a nice pigeon and bully-beef stew for supper.

WRECKED GERMAN TANKS, the result of a fierce engagement such as the one described in this page, litter the sandy wastes of the Western Desert. In the background a Bren gun-carrier crosses the battlefield in the wake of the enemy. *Photo, British Official: Crown Copyright*

OUR DIARY OF THE WAR

OCT. 14, 1942, Wednesday *1,138th day*

Sea.—U.S. Navy Dept. announced U.S. submarines had sunk 8 Jap ships in Far East.

Russian Front.—No large-scale engagements on the Stalingrad front; Germans bombed Grozny area of Caucasus.

Mediterranean.—Over Malta 23 enemy aircraft were destroyed and 30 damaged.

Indian Ocean.—In Madagascar our troops occupied Ambositra.

Australasia.—Jap aircraft twice attacked Guadalcanal airfield, losing 9 bombers and 4 fighters. During night of Oct. 14-15 U.S. positions on Guadalcanal were shelled by Jap warships.

U.S.A.—Liberator bombers raided Kiska.

OCT. 15, Thursday *1,139th day*

Air.—Strong force of bombers made night attack on Cologne.

Russian Front.—Fierce fighting again broke out in workers' settlement of Stalingrad.

Mediterranean.—Fourteen enemy aircraft destroyed over Malta.

Australasia.—Jap transports landing large reinforcements on Guadalcanal were attacked by U.S. aircraft.

OCT. 16, Friday *1,140th day*

Russian Front.—After heavy German attack, Russians evacuated a factory settlement at Stalingrad.

Mediterranean.—Announced that British submarines had sunk 3 enemy supply ships and torpedoed four others.

Australasia.—Heavier fighting in Owen Stanley area of New Guinea.

U.S.A.—Announced that American ground troops had occupied another of the Andreanof Is. in the Aleutians.

OCT. 17, Saturday *1,141st day*

Air.—R.A.F. Lancaster bombers made heavy daylight attack on Schneider armament works at Le Creusot.

Russian Front.—All German attacks at Stalingrad were beaten off.

Africa.—Announced that U.S. troops had arrived in Liberia.

Australasia.—U.S. warships bombarded Jap positions on Guadalcanal.

OCT. 18, Sunday *1,142nd day*

Russian Front.—Strong German attacks held at Stalingrad.

Australasia.—Allied Flying Fortresses raided Jap base on Bougainville Is.

U.S.A.—Liberator bombers raided Jap base at Kiska.

OCT. 19, Monday *1,143rd day*

Russian Front.—Germans captured block of buildings in Stalingrad.

Africa.—Allied aircraft heavily raided enemy landing grounds and concentrations in Western Desert.

Australasia.—U.S. aircraft bombed Jap installations on Guadalcanal.

OCT. 20, Tuesday *1,144th day*

Sea.—Announced that new battleships H.M.S. Howe and H.M.S. Anson had joined the Fleet.

Russian Front.—Two violent German attacks repelled at Stalingrad.

Africa.—Allied air activity in the Western Desert continued on a heavy scale.

OCT. 21, Wednesday *1,145th day*

Sea.—U.S. Navy Dept. announced loss of destroyers Meredith and O'Brien by enemy action off the Solomons.

Air.—Mustang fighters raided W. Germany; U.S. Flying Fortresses bombed submarine base at Lorient.

Russian Front.—Russians reoccupied several buildings at Stalingrad.

Mediterranean.—Announced that British submarines had sunk four Axis supply ships.

Australasia.—American troops repulsed Jap attacks on their positions on Guadalcanal.

OCT. 22, Thursday *1,146th day*

Air.—Strong force of R.A.F. bombers raided Genoa by moonlight.

Russian Front.—No fresh ground gained by Germans at Stalingrad. German attempt to land on island in Lake Ladoga routed.

Africa.—Allied air offensive continued against enemy supply columns.

Australasia.—In New Guinea the Australians advanced on Kokoda.

OCT. 23, Friday *1,147th day*

Air.—R.A.F. again raided Genoa by night. Savona and Turin also bombed.

Russian Front.—Renewed German attacks beaten off at Stalingrad.

Africa.—During the night Oct. 24-25 the Eighth Army launched offensive at El Alamein.

Australasia.—Allied bombers sank or damaged ten Jap ships at Rabaul.

U.S.A.—Liberator bombers raided Jap submarine base at Kiska.

General.—Mrs. Roosevelt arrived in London.

OCT. 24, Saturday *1,148th day*

Air.—Lancaster bombers made daylight raid on Milan, followed by night raids on Milan and other N. Italian cities.

Russian Front.—Germans made slight advance in one sector of Stalingrad.

Africa.—Advanced elements of the Eighth Army penetrated enemy's main positions.

Australasia.—Jap tank and artillery attacks repelled on Guadalcanal.

General.—Bomb explosions in Warsaw killed several German officers.

OCT. 25, Sunday *1,149th day*

Sea.—Admiralty announced loss of H.M. trawler Lord Stonehaven.

Russian Front.—Germans occupied two streets in Stalingrad.

Mediterranean.—Announced that British submarines had sunk or damaged 12 Axis supply ships.

Africa.—1,450 Axis prisoners taken in Western Desert fighting.

China.—Allied aircraft bombed Hong Kong.

India.—Jap aircraft raided Chittagong and U.S. aerodromes in Assam.

Australasia.—Japs launched land, air and sea attack against U.S. positions at Guadalcanal.

OCT. 26, Monday *1,150th day*

Sea.—U.S. Navy Dept. announced that aircraft-carrier Wasp was sunk by torpedo on Sept. 15 off Guadalcanal.

Russian Front.—Germans drove wedge into Stalingrad defences, but were forced to withdraw after five hours' fighting.

Africa.—Eighth Army extended the area they had occupied in the enemy's defences.

China.—U.S. bombers again raided Hong Kong.

Australasia.—In sea and air battle off Solomons, 2 Jap aircraft-carriers, 2 battleships and 3 cruisers were damaged and 100 aircraft destroyed: U.S. destroyer Porter and aircraft-carrier sunk.

OCT. 27, Tuesday *1,151st day*

Air.—Mosquitos of Bomber Command made daylight attack on shipbuilding yards at Flensburg.

Russian Front.—The battle for Stalingrad grew in violence.

Mediterranean.—Allied heavy bombers raided aerodromes in Crete.

Africa.—A tank encounter in the Western Desert resulted in considerable loss to the enemy. German counter-attacks beaten off during the night.

China.—Chinese bombers and fighters raided Jap airfield at Yuncheng.

Australasia.—Japs again pierced American lines in Guadalcanal, but U.S. Army and Marines successfully counter-attacked.

General.—Fifty hostages taken and curfew established in Warsaw as reprisal for bomb attacks.

Flash-backs

1939

October 14. *H.M.S. Royal Oak sunk by torpedo in Scapa Flow.*

October 16. *Cruisers Southampton and Edinburgh and destroyer Mohawk damaged in bombing raids on Firth of Forth.*

October 17. *Announced that 1st British Army Corps in France had taken over sector of front.*

1940

October 26. *Liner Empress of Britain bombed and sunk.*

1941

October 20. *State of siege proclaimed by Stalin in Moscow.*

Editor's Postscript

An interesting point is raised in a letter from a reader (G. W. Hitchings of Deptford), one of several that wrote to me in August 1941 about my article entitled Air Views of Hamburg—What Do They Show? As I expected at the time, my unreadiness to accept, on the strength of two photos released by the M.O.I., the assessment of the "great damage" that had been caused by our raids, was put down to my being no expert in the interpretation of air photos, though I had made microscopic examinations of those in question and applied a fairly observant eye and at least an average intelligence to them. Mr. Hitchings was one of the inexpert critics who agreed with my conclusions and he has recently been reading Assignment to Berlin (Michael Joseph), by Harry W. Flannery, the American correspondent, in which there is a description of Hamburg soon after the raids whose results these two photographs illustrated. Here is Mr. Flannery's impression of the very area as he saw it at that time with his own eyes:

"Before I went to Hamburg I had heard that the damage from bombing was great, and credible witnesses who had been there a few months before said many hits had been made near the railway station, but I saw almost no effects of the R.A.F. raids. The damage near the station had been repaired; there were no more than half a dozen places damaged around the Binnen Alster and Aussen Alster, and but little evidence of British bombs in that part of the harbour that I could see in a day's ride down the Elbe."

As my correspondent remarks, this would seem to confirm my inexpert reading of the photos; but, on the other hand, it might also be a tribute to the efficiency of the German camouflage. I still think those particular photos were unconvincing as to the nature of the damage, but I have since examined many later ones of other bombings with much greater satisfaction on account of the unmistakable evidence of damage and, in my opinion, that's the only kind worth publishing. So far I haven't seen as many as I should have liked of the havoc wrought by our thousand-bomber raids, but it may well be that often the scenes where destruction has been greatest are just those most difficult to photograph, since a good result depends so greatly on weather conditions and the lapse of time before the photos can be taken. The Germans are as clever, I'm sure, in concealing the damage as they admittedly are in camouflaging untouched areas.

Of late I have noticed that the old punctilio of saluting is not so much in evidence in the London streets. With the coming of the Americans perhaps the practice is declining through some sort of mutual understanding, or, it may be, that some modification has been tacitly agreed to. I do not know. I can speak only from casual observation. But I do know that the English captain whom I saw this morning in St. James's Street carrying a lady's hat box and two parcels in addition to his swagger stick, which was tucked under his left arm, while his stylish young, high-heeled wife minced along beside him, was in no condition for being saluted by any inferior. I suppose that when an officer turns himself into a lady's lackey his only recourse, should he be about to meet some of the rank and file, is to look the other way! But I have actually seen a naval officer carrying his cap in his left hand taking the salute from juniors as he walked along Pall Mall in one of the recent rare blinks of sunshine. That seemed to me extremely irregular.

I wonder if there has been anything at all in the nature of profiteering under the 5s. limit set upon meals in restaurants and hotels. The very considerable "house charge" beyond the 5s. which the West End restaurateurs were officially allowed to charge was taken advantage of to the extreme in some cases. 5s. for dinner and 7s. 6d. house charge simply made a farce of the regulation. But I notice that the Food Control have been looking into this with fairly obvious results here and there. Meanwhile, I have been hearing enthusiastic praise of a certain restaurant known to me in a certain seaside town known to many, where a lunch consisting of a soup, joint, three vegetables, and sweet, is available at 3s. The dinner costs a total of 4s. 6d. And the viands supplied are equal, if not superior to those of the very best West End restaurants. The fare provided at the restaurant in question—and I may say that my informants are connoisseurs—for 3s., compares favourably with an 8s. 6d. lunch in any part of the West End. Even allowing for all the heavy overheads which have to be borne by London restaurants, and the snaffling by income-tax sleuths of all their excess profits, the margin of difference remains considerable, but I will not say excessive.

'AMERICA'S FIRST LADY,' Mrs. Eleanor Roosevelt, who is not only the wife of her husband, but is famous in her own right as a newspaper columnist and as a wise and witty personality. On Oct. 23 she arrived in London for a short visit. *Photo, Topical Press*

I have watched with amusement the sudden popularity of the word "allergic." It has been freely (very freely) used in America for some years, but only now is it finding its way into the dictionaries, and meanwhile it is having a jolly time in the vocabulary of many who like to use it but have not troubled to make quite certain of its meaning. A recent example occurs in an explanation by Lord Strabolgi of his ill-considered attack on the high command of the British Army. Lord Lovat's suggestion that a dip in the nearest horse pond would have been a good sort of answer to his fellow peer may have been applauded by some, but Lord Strabolgi might have proved allergic to the dip! Himself, he says that the clique which controls the British Army is "intensely conservative, allergic to all change and innovation."

He obviously uses the word here as a synonym for antagonistic or opposed. It is not. Properly it implies a reaction peculiar to a particular individual. Whereas we can most of us eat strawberries, eggs, pork, bananas, and fish without any but good effects, there are certain individuals who react to the point even of illness if they touch one of these foods to which they have developed a perhaps dangerous *allergic* sensitiveness. (It is of topical interest that the Commander of the 8th Army, Gen. Montgomery, is forbidden pork and certain other foods, quite probably because he is allergic to them.) The transfer of the term from the strictly medical sphere to popular use has widened and thereby weakened its application. That proposed dip in the horse pond might have been entirely to Lord Strabolgi's liking, refreshing and invigorating, or it might not. He can hardly be regarded as allergic to it, however, for anyone else might react in the same way to it. The growing popularity of the word will be worth watching, but it looks as though it will wind up in popular usage as a needless substitute for opposed or antagonistic, as used by Lord Strabolgi. But that is the common way of words, for black is originally derived from a word meaning white!

Another recent letter from South Africa comes from a youthful reader, George Doxey, who is now sixteen and in the matriculation form at his school at Rondebosch, Cape Province. He has been getting The War Illustrated ever since its first number and tells me that most of the senior boys at his school are regular subscribers. Some of them have even dared to read it during school hours! "I was witness last week to an amusing sight," he goes on; "a master, noticing a boy trying to conceal something which he had been reading, went to investigate and found it was a copy of The War Illustated. But to our amusement, instead of destroying it, as is the fate of all magazines read during class-time, he himself began to read it, evidently thinking that a publication of such interest ought not to be destroyed." It is a further testimony to the efficiency of the protection of the Royal Navy and our postal system that out of all the copies issued at the time of his writing, when No. 132 [July 10] had arrived, only two of the preceding numbers had failed to reach him at Rondebosch on account of enemy action.

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